









# Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

## TO LET.

TO LET—Fully furnished with servants for six months from 1st June, No. 191, The Peak, Mount Kellet, 5-roomed concrete house. All modern conveniences. Rain proof. Apply—Hastings, Denny & Bowley, 8, Des Voeux Road Central.

TO RENT—To Gentlemen, 2 large rooms with Bath, Geyser and Verandah to each, at 7, Middle Road, Kowloon.

## TUITION GIVEN.

MME. BARONELLI, ARTISTE.—School of dancing for children and adults in character, classical, exhibition, fox-trot and Charleston. Special Attention to stout Ladies who are desirous of regaining their youthful figure. Address—31, Ashley Road, Ground Floor, Kowloon. (Back of Star Theatre).

## FOR SALE.

FOR SALE.—One Brass "Hung Ming" Pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

## MISCELLANEOUS

YOUR VISITING CARDS neatly and promptly printed. "China Mail" Office, No. 3a, Wyndham St., Telephone Central 22.

## LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

## HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY  
(Camb. Higher Local).  
MISS GERTRUDE TURNER  
(National Profiel Higher Certificate).

## HONGKONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:

Island.	Feet.
Victoria Peak	1825
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (Alterbeds)	297
Mainland.	
Tai Mo Shan	8124
Kowloon Peak	1971

## A REAL BARGAIN.

## THE OLD ORIGINAL

## CHEFOO STAMPS

UNUSED GENUINE SPECIMENS

\$2.00 per set of 6 stamps.

Cash must be sent with order to Box No. 519  
c/o "China Mail"

## NOTICES.

## MACAO RACES. MACAO RACES. MACAO RACES.

Seventh Extra Race Meeting.  
SUNDAY, 15th April, 1928.  
First Race 1.15 p.m.

Public Enclosure . . . 40 cents.  
Members' Enclosure . . . \$2.00  
RACE STEAMERS:  
Special reduced Saloon Fares \$5.00 return.

From Hong Kong Wharf.  
S.S. "TAISHAN" 8.30 a.m.  
Returning from Macao at 5.30 p.m.  
From Wing Lok St. Wharf.  
S.S. "SUI AN" 9.30 a.m. Returning from Macao at 3.30 p.m.

By Order,  
S. W. CHENG,  
Secretary.

## CHINA SUGAR REFINING COMPANY, LIMITED.

## NOTICE.

THE FIFTIETH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Office of the General Agents, Pedder Street, on TUESDAY, 24th April, 1928, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from 17th to 24th April, 1928, both days inclusive.

JARDINE, MATHESON & CO., LTD.,  
General Agents.

Hong Kong, 12th April, 1928.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS.

## Public Auctions—

THE undersigned have received instructions to sell by Public Auction

ON

THURSDAY, the 19th April, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Large Quantity of

VALUABLE HOUSEHOLD

FURNITURE.

Comprising:—

Teak Hutstands, Bookcases,

Glass Cabinets, Chesterfield Couch

and Armchairs, Desks, Drawing

Room Suite, Folding Screens, Car-

pets, Rugs, Oil Paintings, Pictures,

Ornaments and Curios, etc., etc.,

Teak Dining Tables, Dining

Chairs, Sideboards with Bevelled

Mirrors, Dinner Waggon, Crockery,

Glass Ware, Cutlery, Kitchen Utensils, etc., etc.,

Teak and Iron Bedsteads with

Mattresses, Dressing Tables with

Bevelled Mirrors, Chests of Draw-

ers, Chamber Stands, Side Tables,

Toilet Sets, Commodes, etc., etc.

Also

A Quantity of

BLACKWOOD FURNITURE.

Comprising:—

Cupids, Cabinets, Jardinieres,

Desks, Tea Poy, Chairs, etc.,

And

One Cottage Piano by Joseph

Wallis & Son Co., Ltd.

One White Frost Refrigerator.

Two Gramophones.

Two Enamelled Baths.

Catalogues will be issued.

On View from Wednesday, the

18th April, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.

Auctioneers.

Hong Kong, April 14, 1928.

## THE BELGIANS.

## KING ALBERT'S HOLIDAY.

## TRAVELS BY AIR.

Brussels, March 10.

The King of the Belgians, who is a sportsman and mountaineer, as well as a keen airman, is setting a new fashion by taking his Court by air to visit Copenhagen. Accompanied by the Queen, their second son Charles, and their daughter, the Princess Marie Jose, four officers of the household, and the Queen's lady in waiting, he will do the journey of 500 miles in one stage on April 10.

## Pilot Severely Injured.

Adelaide, March 11.

Flight Lieutenant McIntyre, official instructor to the South Australian section of the Australian Aero Club, met with an accident at the Parafield Aerodrome this afternoon, and sustained severe fractures of both legs. Prior to the accident he had undertaken several passenger flights in a Moth plane in which a number of ladies participated.

After an inspection of his machine he went up at 4.20 on a solo stunt flight. He performed several evolutions, including looping-the-loop. When about 200 feet from the ground he began a nose dive and started the engine again with the intention of flattening out, but the engine made a splutter and then cut out. The plane struck the ground and was badly damaged. McIntyre was dragged from the wreckage and taken to a private hospital at North Adelaide, where his condition to-night was reported to be grave.

## WEALTHY MOTOR CO.

ASSETS EXCEED  
\$200,000,000.

New York, March 7.

The General Motors Corporation's annual report reveals that the company possesses assets exceeding 1,000,000,000 dollars (\$200,000,000).

This is the first instance of an automobile manufacturing company reporting such assets, although Mr. Henry Ford has long been worth over 1,000,000,000 dollars in the opinion of financiers.

## A MILLIONAIRE.

## SHOE MANUFACTURER'S YOUNG HEIR.

New York, March 6.

A five-year-old boy joined the ranks of the American millionaires when the will of his father—Mortimer Coward, shoe manufacturer, who died abroad a few days ago—was published to-day, leaving the youngster between 2,000,000 and 3,000,000 dollars outright, out of the 4,000,000 dollars estate, and the remainder upon the death of the widow.

## NICARAGUA.

## AMERICAN TROOPS TO REMAIN.

Washington, March 7.

The foreign relations of the Senate has voted unanimously in favour of continuing the marine occupation of Nicaragua, in opposition to a resolution moved by Senator Hoffman to withdraw the forces. Senator Borah said, "Speaking for myself, I want to see us get out of Nicaragua and stay out, but I know no way to do so decently with justice to all parties except to hold an election."

## EARTHQUAKE.

## SHORT BUT SEVERE SHOCKS IN SICILY.

Messina (Sicily), Mar. 7.

The severest earthquake since the disaster of 1905 occurred to-day, but only lasted ten seconds. So far no loss of life has been reported, but there was a big panic, the populace rushing fear-stricken into the streets. Many are camping in the open. Fortunately buildings built since the 1905 earthquake generally have withstood the shocks, but the damage was considerable in some towns.

## LADIES!

WHY SHOULD YOU BE  
EMBARRASSED BY  
PIMPLES.

Pimples and all skin diseases are easily cured by Poo On Chinese Herb treatment.

P.O. ON CHINESE HERBS CO.  
89, Queen's Road Central.

## THE SINGLE MIND.

## CLAIMED TO BE MORE CREATIVE.

## ART BLENDING.

"Did you ever see a masterpiece painted by a group?" is the response of F. E. Moskovics, president of the Stutz Motor Car Company, to the question: "Why is the automobile manufacturer with a comparatively small production in a better position to conceive and use advancements in engineering and construction?"

"Although we at times hear it said that bigness in manufacturing is a virtue and that the future will see better automobiles because of mass-minded engineering and production, I am sure that there is very little validity in the seemingly rather plausible argument," continues the Stutz president.

"When all is said and done, a truly great automobile must always be the product of a generous amount of technical knowledge, a large amount of intelligent experience, and especially a vast amount of creative ability. Of course knowledge and experience are important factors in motor car construction. But it is obvious that almost anyone with an aptitude for hard work and the tenacious ability to dig for facts and figures can master the 'know hows.' Mass thinking helps there. It furnishes the frame work for the structure. But when it comes to the actual creating, to the artful blending of the genius of brains and the judgment of experience, that's another matter. The individual thinker is there supreme. And he is likely to go much farther alone, unhampered by the mass mind. Genius in art, literature, science, business—in any channel of activity—chafes under restraint. And could it be possible that genius in engineering would do otherwise? Most certainly not! If bound by conventional practice, or if restrained in any way, it would cease to create," Mr. Moskovics emphatically declares.

"There are some things which an organization can do better than the individual. But there are many things, which an individual can do much better than an organization. It is, when we delegate to one the work that rightly belongs, by its very nature, to the other, that trouble follows. Individual effort could never have dug the Panama ditch, nor can organized effort ever successfully create those things, the very life of which depends upon the creative impulse. There must be a supreme deciding unit knowing how to use skillfully the best that the mass mind has produced. Verily, too many cooks always ruin the soup."

"When you have fifty contending ideas, fifty creative brains tugging in fifty different directions, the result will be exactly what such mass thinking usually is—chaos. Each will fight for his own pet ideas."

And the bigger he is the greater will be his fight. And when the inevitable compromise comes as eventually it must come, or no car will ever be built, it will be just that—a compromise.

"Did you ever hear of a great creative work made by a crowd?" inquires that auto builder. "Did you ever see a masterpiece painted by a group? Have you ever looked at a magnificent achievement in architecture that was conceived by sheer number? It is not in the nature of the universe that out of jealousies, contentions and strife-for-place can come any amount of real creative work. Compromise is always weaklings. America, by this time, ought to have learned one lesson—that organizations over large, whatever their apparent advantages may be, are always handicapped in creative endeavour."

They are too heavy and too cumbersome. The cannot readjust themselves speedily enough to maintain the pace throughout the long race for constant betterment. "And make you this," he continues, "the great achievements in our own field of endeavour, the automobile have come almost without exception, from the individual and not the collective mind. Here is a list: Maybach, German master of them all, a lone worker who is the real father of the modern automobile; Lancaster, the inventor of the worm drive and other outstanding advancements; Renault, who developed the cardan shaft; Royce of England; Angell of Italy; Bugatti of France; the list might be made tirelessly long if included therein were the names that have been associated with individual contributions of high import in America."

"Every great invention is sure to be, as Emerson has said of every great institution, 'the lengthening shadow of some great man.' The one most conspicuous success in our own industry, the one-man-dominated Ford industry, has never been handicapped by a multiplicity of deciding minds. "Now, it may well be asked 'But isn't there an advantage in the technical mass of knowledge acquired by a great corporation?' Of course there is," asserts Mr. Moskovics. "But no great organization has a monopoly of brains. Genius is not usually strong on the herd instinct. It would be folly to contend that any one alliance of men, however large, could possibly usurp the ability and cunning of a mighty industry such as ours. "Can there be any question that there is tremendous advantage indeed, in the low centre of gravity, the low swinging of mass, of which the splendid Stutz car has made such skillful use? Is there any question as to the value of our frame construction, with its integral running boards, as a life saving factor? As there can be no qualifications as to the rightness of these things, why are they not generally used by all manufacturers? Knowledge concerning them was at the disposal of all. Why have they not been used? For two reasons: First—because of the much greater cost; Second—because of the impossibility of bringing the mass-mind of any big organisation into accord with itself on these simple and easily demonstrated improvements. "But if there could be, by any chance, in the mind of anyone doubt concerning the mechanical and social value of any of these improvements (and let me emphasize, here in parentheses, the fact that anything that saves life is of social value) I ask you, in all fairness, can there possibly be any argument against the use of non-shattering glass?" Mr. Moskovics inquires, "You know as well as I do, that over sixty per cent. of all automobile injuries are due to flying glass. Yet the large organizations have failed to use it in their construction. "Then too, we have a very remarkable valve mechanism. It is the simplest, most 'stay-out,' longest lived, most silent, least troublesome valve arrangement in existence to-day. Of that I am sure. I won't be bold enough to assert that it is the eventual type, the ultimate solution. That would be claiming that I know what the future holds. But I do assert that if the present poppet valve form is the surviving type, then our valve construction is a real achievement in automobilism. And yet the mass-mind has not used it. "The next five years are going to be important ones, tremendously important ones, in the automobile industry," the Stutz leader predicts. "Before the technical societies I have repeatedly insisted, without contradiction, that there will be greater advancements in these years now to follow than there have been in the last ten years. Never in the history of the industry has there been such a willingness to accept new things, such open-mindedness. Never has the need for improvements been greater. Never has the public been more ready to accept new ideas. The public is now motorwise. It can and does understand and appreciate mechanical advancements. The old conditions are passing."

## The funniest war comedy ever shown here!

WILLIAM FOX presents

# The GAY RETREAT

A Comedy Classic of War, Daze and Parisian Nights

TED McNAMARA and SAMMY COHEN

THE COMEDY TEAM OF "WHAT PRICE GLORY"

Story by William Constable and Edward Marshall

Adapted by Henry Roth and Edward R. Moran

BEN STOLOFF Production

WITH the possible exception of "Shoulder Arms," the funniest war comedy ever shown in Hong Kong!—The two comics of "What Price Glory" in their own superbly funny production!

Laughter—Thrills—Suspense!

COMING TO

3A

# QUEEN'S WEDNESDAY TO SATURDAY

Usual Times And Prices.

## SURVEY OF AFRICA.

## SIR ALAN COBHAM'S PROGRESS.

## FORTY LANDINGS.

Capetown, March 6.

A message from Beira (Portuguese East Africa) states that Sir Alan Cobham, who is making a 20,000 miles survey flight around the continent in an all-metal flying boat, left to-day for Lourenco Marquez. The flying boat rode out an eight hours' storm at Beira. The airman explains that the delay in the progress of the flight has been due to his having made 40 landings where the mooring requirements were unknown. He says that future trips will be as easy as the Cairo to the Cape land route and the crossing overland from Durban.

The Admiralty is arranging for a mooring at Simon's Town.

## SAMOAN ISLANDS.

## ANNEXATION BY U.S.A.

Washington, March 9.

Senator Gingham to-day introduced a joint resolution for the annexation by the United States of the islands of Tutuila and Manua in the eastern Samoa group. The resolution stated that the chiefs in the islands had given their unqualified consent to the annexation.

## HONG KONG HOTEL VISITORS.

April 13, 1928.

Mr. K. G. Arno, Miss H. G. Anderson.

Messrs. A. M. Birchall, A. Burch,

N. Brandel, H. M. Butler.

Messrs. E. J. Carmichael, E. N. Carpenter.

Mr. and Mrs. H. G. Dehn.

Mr. A. Ekstrom.

Mrs. T. A. P. Green.

Dr. and Mrs. Ferguson.

Mrs. A. Garrod, Mr. and Mrs.

F. J. Gellion.

Messrs. A. F. Henry, E. Hunt,

C. A. Henderson.

Mr. J. E. Joseph, Mr. and Mrs.

E. H. Jones.

Messrs. J. J. Kins, F. H.

Kirchhoff.

Mrs. G. Little.

Messrs. H. J. F. Mallagh, G.

McMurdo, D. L. Macs, L. Mackelvie,

Mr. and Mrs. J. H. Mocatta, Miss

K. Marinscho.

Mr. R. Nicolle.

Messrs. S. de Ossa, R. de Ossa.

Messrs. A. R. Pollock, A. S.

Pedley.

Mr. A. R. Richards.

Messrs. C. S. Speyer, C. A.

Steibel, M. Sarmento, A. E. Stehil,

Lars Sjostedt, Mr. and Mrs. B. E.

Solman, Mr. and Mrs. L. E. Slowe,

Mr. and Mrs. R. E. Sedgewick.

Messrs. H. J. Thibon, E. H.

Trice.

Mr. L. A. Whittaker.

## WHY YOU HAVE INDIGESTION.

How to Relieve It.

When food enters your stomach, large quantities of acid-bearing gastric juice are at once secreted. If too much gastric juice is secreted, the food soon becomes a sour, fermenting mass, which may remain in the stomach several hours, causing great pain and distress. Instant relief can be obtained in cases of this kind by taking "Bisurated" Magnesia powder or tablets immediately after eating or whenever pain is felt. This safely, surely, and quickly neutralizes the excess acid, stops the fermentation, soothes and heals the inflamed stomach lining, and at once restores painless, normal digestion. Get a package of "Bisurated" Magnesia from your chemist to-day. Use as directed, and you can laugh at digestive troubles.

## UNCLAIMED TELEGRAMS.

## THE EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:—

Crossley, U.S.S. "Ashville," from St. Louis, Mo.  
Leebros, from Singapore.  
Keechong, from Shanghai.  
The Fergusons, Union Church, Kowloon, from Toronto, Ont.  
Gordon Macmie, from London.  
Chinexpage, from Calcutta.

E. A. LEGGATT,  
Superintendent.  
Hong Kong, 12th April, 1928.

## THE GREAT NORTHERN TELEGRAPH CO., LTD. OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—</



## DODWELL &amp; COMPANY, LTD.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOLTON CASTLE" .... Sails hence on or about 27th April.

## LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK  
SEA AND DANUBE PORTS.  
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE ..... \$72.10.0.  
LONDON ..... \$80.0.0.

## NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE &amp; MOJI.

From Hong Kong.  
M/V "REMO" ..... Sails on or about 26th April.  
M/V "VIMINALE" ..... Sails on or about 24th May.  
M/V "ESQUILLINO" ..... Sails on or about 21st June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.  
S.S. "VENEZIA" ..... Sails on or about 1st May.  
M/V "REMO" ..... Sails on or about 29th May.  
M/V "VIMINALE" ..... Sails on or about 26th June.

## NATAL LINE OF STEAMERS

FROM CALCUTTA &amp; COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UNVOLOSI" ..... Sails from Calcutta 3rd May.  
Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to—  
**DODWELL & CO., LTD., Agents.**  
Telephone Central 1030.

## N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.

\$120, \$112, \$110, \$102, \$83, via San Francisco.  
\$5440, \$5420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.  
KOREA MARU ..... Wednesday, 18th April.  
SHINYO MARU ..... Tuesday, 1st May.

\*Call Keelung.  
LONDON via Singapore, Suez, Marseilles & Paris.  
SUWA MARU ..... Saturday, 21st April.  
FUSHIMI MARU ..... Saturday, 5th May.

SYDNEY & MELBOURNE via Manila & Ports.  
AKI MARU ..... Wednesday, 25th April.

BOMBAY via Singapore, Penang, & Colombo.  
HAKODATE MARU (Omita Penang) Tuesday, 17th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.  
Mexico & Panama.

BOKUYO MARU ..... Thursday, 19th April.  
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

HAKATA MARU ..... Thursday, 10th May.  
NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ..... Friday, 20th April.  
LIVERPOOL via Singapore, Colombo, Port Said & Ports.

TOYOOKA MARU ..... Tuesday, 18th May.  
CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU ..... Friday, 20th April.  
NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ..... Friday, 20th April.  
SHANGHAI, KOBE & YOKOHAMA.

THAKUSAN MARU ..... Monday, 16th April.  
TSUSHIMA MARU ..... Friday, 20th April.

YAMAGATA MARU (Moji direct) ..... Friday, 20th April.  
MOJI MARU ..... Saturday, 21st April.

MURORAN MARU (Moji direct) ..... Saturday, 21st April.  
\*Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.  
Tel. Central No. 292 (Private exchange to all departments.)



MAIL AND CARGO STEAMERS TO AND FROM  
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles

ATHOS II ..... 24th Apr.  
D'ARTAGNAN ..... 8th May.  
G. METZINGER ..... 22nd May.

From Dunkirk, Antwerp, London

CAPT. FAURE (Cargo) 24th Apr.

For Shanghai, Japan and North  
China  
CAPT. FAURE (Cargo) 24th Apr.

For full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES,

3, QUEEN'S BUILDING,



## SHIPPING SECTION.

## THE CLAN LINE.

FIRST MOTORSHIP OF THE FLEET.

THE "MACDONALD."

In choosing the name "Clan Macdonald" for the first motorship that is being added to the Clan fleet Messrs. Cayzer, Irvine and Co. have had a very happy inspiration, for both of the two former ships that have borne the name have been well worthy of attention, and have been mostly satisfactory vessels from the owners' point of view. The first "Clan Macdonald" was built in 1882, and was an iron single-screw ship of 2,650 tons, with compound engines, driving her at a speed of 12 knots. She was then considered to be a most up-to-date cargo carrier. She was a most satisfactory dividend earner, particularly on the Indian trade, but the requirements of the Clan Line soon grew out of such small tonnage, and in February, 1897, she was sold to Newcastle owners and renamed "Briardene." Under the new ownership she was not run according to Clan ideas, for the next appeared in the news in November, 1898, in an extraordinary story, which created something of a sensation in the shipping world of that day.

## Arrested for Debt.

She had just finished discharging a cargo of grain at Cork, and was under orders to proceed to Delaware again, when the Marshal of the High Court of Admiralty arrested her for a debt of \$610 incurred in Hull, and left a bailiff on board, the usual bluster being attached to the mast. When the captain arrived back on board he was furious, and immediately gave orders to cast off the hawsers. The unhappy bailiff could do no more than despatch a messenger to Queenstown to beg the assistance of the naval authorities there, and in the meanwhile the river pilot who was on board refused to handle the vessel. So the captain took her out himself, but she went ashore near Haulbowline, where she stayed for nearly two hours, until she was refloated on the flood tide. When she came off it was seen that a naval launch from Queenstown was in pursuit, but the captain took not the least notice, and soon left her hull down astern, much to the delight of the cheering crowd who lined the wharf at Queenstown. After that it was not altogether surprising that she was transferred to new owner and retransferred in 1899, 1900, and 1904, when she settled down for a spell under the flag of a firm in Nova Scotia, who gave her new boilers in the same year. After tramping all over the seven seas she was sold in 1916 to the Overseas Shipping Company, but they did not retain ownership for very long, for she was intercepted by a German submarine near the Bishop Rock on the 1st of December, 1916, and after the crew had been given time to leave in

## NEW ARRIVAL.

EXPERIMENTAL CARGO STEAMER.

AN ELLERMAN SHIP.

The second of the three experimental high speed cargo liners for the "Ellerman" Lines arrived on Thursday last. This is the "City of Roubaix," which left Newcastle on-Tyne, where she was built, on February 2 under the command of Captain A. V. Radcliffe. Her Gross Tonnage is 7,108 tons, and 4,555 tons net, while she has a sea speed of 14 knots.

As already announced, the "Ellerman" Lines have constructed three experimental vessels of the same size, and speed, with a view to determining whether reciprocating steam engines, turbine steam engines or Diesel Oil engines provide the most economical means of marine propulsion. The "City of Roubaix" is propelled by single reduction geared steam turbines, and the "City of Canberra" is the reciprocating engine vessel while the "City of Lille" is the Diesel Motor Ship.

their boats was destroyed by bombs.

## Her Successor.

In the meantime the Clan Line had built another "Clan Macdonald" as soon as she was out of their fleet, placing the order with Messrs. William Duxford and Sons. At the time of her launch she was the biggest of the thirty turret-deck steamers that the firm had launched—a steel screw ship of nearly 5,000 tons, with triple-expansion engines and a speed of 13 knots. With a deadweight capacity of 7,000, she was specially designed for the Eastern trade, and had a remarkably fine installation of deck machinery.

Unfortunately she began her career with an accident, damaging herself in a collision with the British India line "Odra" at Calcutta, but after that she settled herself down to be a most successful dividend earner. During the war her big cargo capacity was most useful, carrying rails from the United States for the strategic railways in France, large quantities of munitions coal for the fleet, rice from Burma, and wheat from the River Plate and Canada. After the war she was returned to her usual trades to Calcutta, Chittagong and Bombay. When the new and very much bigger units were added to the Clan Line after the war she was sold to Japanese owners, who renamed her "Hokuyo Maru," and registered her at Dairen for the sake of the privileges that that port held out to former-built tonnage. Under this name she has tramped all over the world, and is a frequent visitor to the Indian ports to which she formerly ran regularly on the Clan service.

## LONGER HOURS.

WORKERS ACCEPT OFFER OF THEIR EMPLOYER.

INTERESTING FACT.

Sir Frederick Mills, chairman of the Ebbw Vale Iron and Coal Company, stated recently that during the past few weeks he had met certain sections of his workpeople and asked them to agree to "an enlargement of their working week," and he was delighted to say that these men had been patriotic enough to their fellow-workmen to agree to that. He had not asked for a reduction of wages or a general extension of hours.

In connection with this announcement it is learned that men employed in a section of the works which have been idle for years—the Siemens furnaces—met to consider the offer, and unanimously agreed to accept the conditions, intimating that they were prepared to start at once.

The men decided to refer one point in the terms with which they were not in entire agreement to arbitration, and asked Sir Frederick Mills himself to act as arbitrator.

## CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.  
From MIDDLESBRO', ANTWERP, LONDON & STRAITS.

## THE Steamship

"BENMACDHUI" CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 5th May, 1928, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON &amp; CO., LTD.

Agents.

Hong Kong 14th April, 1928.

## AMERICAN AUSTRALIA ORIENT LINE.

Operated for  
U. S. Shipper Board  
By SWAYNE & HOYT, INC.  
FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST CAJON" ..... Apr. 18  
S.S. "MONTAGUE" ..... Apr. 29

For full information apply to—  
SWAYNE & HOYT, INC.  
L. EVERETT, Inc.  
General Agents.

## BANK LINE LTD.

AGENTS FOR

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM &amp; CONTINENT

S.S. "CITY OF GLASGOW" ..... Havre, London, Rotterdam &amp; Hamburg ..... 24th April.

S.S. "CITY OF BOMBAY" ..... Havre, London, Rotterdam &amp; Hamburg ..... 25th May.

SINGAPORE/AUSTRALIA

S.S. "KAZEMBE" ..... Leaves Singapore ..... 7th May.

For FREMANTLE, ADELAIDE, MELBOURNE &amp; SYDNEY.

Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line and other services.

BOSTON, NEW YORK &amp; BALTIMORE

S.S. "CITY OF DUNKIRK" ..... via Suez Canal ..... 17th April.

S.S. "CITY OF EASTBOURNE" ..... via Suez Canal ..... 18th May.

S.S. "CITY OF NEWCASTLE" ..... via Suez Canal ..... 15th June.

ALSO AGENTS FOR

ANDREW WEIR &amp; CO.

SERVICES TO

BOSTON AND NEW YORK

S.S. "CEDARBANK" ..... via Suez Canal ..... 8th May.

MAURITIUS &amp; SOUTH AFRICA

S.S. "TINHOW" ..... Leaves Singapore ..... 20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to—

THE BANK LINE, LTD.

Telephone Central 4791.

## CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC TO VICTORIA &amp; VANCOUVER.

## SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPEROR OF RUSSIA	May 3	May 6	May 9	May 12	May 16
EMPEROR OF ASIA	May 13	May 16	May 19	May 22	May 26
EMPEROR OF CANADA	June 3	June 6	June 9	June 12	June 17
EMPEROR OF RUSSIA	June 13	June 16	June 19	June 22	June 26
EMPEROR OF ASIA	July 3	July 6	July 9	July 12	July 17
EMPEROR OF CANADA	July 13	July 16	July 19	July 22	July 26
EMPEROR OF RUSSIA	Aug. 3	Aug. 6	Aug. 9	Aug. 12	Aug. 17
EMPEROR OF ASIA	Aug. 13	Aug. 16	Aug. 19	Aug. 22	Aug. 26
EMPEROR OF CANADA	Sept. 3	Sept. 6	Sept. 9	Sept. 12	Sept. 17
EMPEROR OF RUSSIA	Sept. 13	Sept. 16	Sept. 19	Sept. 22	Sept. 26

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

## SPECIAL FARES TO EUROPE

£120 £112 £83

See Canada's Wonders—The Canadian Pacific Rockies  
The "Trans-Canada Limited" and other daily through  
Express trains. Stopovers allowed anywhere on route.  
Atlantic sailings from Montreal and Quebec every few days to  
Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

## HONG HONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
Apr. 27	Apr. 29	May 5	May 7
May 15	May 17	May 26	May 28

## CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GACANPAC"  
Freight and Express: Tel. C. 42 Cables: "NAUTILUS"

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—Via Singapore, Colombo, Suez and Port Said.

AMUR MARU ..... Friday, 11th May.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban &amp; Cape Town.

LAPLATA MARU ..... Friday, 27th April.

SANTOS MARU ..... Friday, 25th May.

BOMBAY—Via Singapore and Colombo.

BORNEO MARU (Calls at Penang) Thursday, 19th April.

HONOLULU MARU ..... Friday, 4th May.

SUMATRA MARU (Calls at Penang) Saturday, 19th May.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.

MEXICO MARU ..... Thursday, 3rd May.

CALCUTTA—Via Singapore, Penang and Rangoon.

SEATTLE MARU ..... Friday, 27th April.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER Via Japan Ports.

LONDON MARU (from Shanghai) Monday, 30th April.

ALABAMA MARU (from Shanghai) Thursday, 10th May.

HAIPHONG—Via HOIHOW &amp; PAKHOI.

MENADO MARU ..... Tuesday, 18th April.

NEW YORK—Via Japan ports, San Francisco &amp; Panama.

HAGUE MARU ..... Thursday, 23rd April.

JAPAN PORTS

SHINNOH MARU ..... Friday, 13th April.

ANDES MARU ..... Tuesday, 17th April.

KISHU MARU ..... Sunday, 15th April 10 a.m.

HOZAN MARU ..... Sunday, 22nd April 11 a.m.

TAKAO—Via SWATOW &amp; AMOY

DELI MARU ..... Thursday, 10th April 10 a.m.

TAKAO &amp; KEELUNG

BATAVIA MARU ..... Monday, 30th April.

CANTON

For further particulars please apply to—OSAKA SHOSHEN KAISHA

Tel. Central No. 4688, 4689, 4690.

## American Express

Travelers Cheques

"Sky-blue" in colour, these Cheques give travellers the  
fullest protection against the loss or theft of their travel  
funds. They are spendable and acceptable everywhere.  
For more than 86 years travellers the world over have  
found personal service and financial security thru their use.

Issued in \$50, \$20, \$10, \$5, \$100, and  
£5 and £10 denominations—bound in a small  
handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and  
itineraries; or plan your cruise or tour through

THE AMERICAN EXPRESS CO. INC.

4-A, Des Voeux Road, Central,

Hong Kong.

## AUSTRAL-CHINA NAVIGATION COMPANY

## S.S. "CALULU"

will be despatched hence on the

21st April, 1928.

for BRISBANE, SYDNEY, MELBOURNE &amp; ADELAIDE.

via Manila, Sandakan &amp; Rabaul.

For Freight and Passage apply to—

DODWELL &amp; CO., LTD.

Agents.

Queen's Building.

Tel. No. Central 1030.

## MOVEMENT OF STEAMERS.

The C.P.S. R.M.S. "Empress of Asia"

left Hong Kong on March 28 is due at Vancouver to-morrow.

The C.P.S. R.M.S. "Empress of Canada"

arrived at Manila on April 12 at 8 a.m., leaves Manila to-day

at 4 p.m., and is due at Hong Kong on Monday at 6 a.m. She will

berth at Pier No. 5, Kowloon Wharf, and will leave here for Victoria

and Vancouver, B.C., via Shanghai, Kobe and Yokohama on March 18

at Noon.

The M.V. "Remo" (D. &amp; Co.)

sailed from Aden on March 26 and is due here on April 26.

The M.V. "Toronto" (D. &amp; Co.)

sailed from New York on March 17, and is due in Manila on April 30.

The s.s. "Kendal Castle" (D. &amp; Co.)

sailed from New York on March 6, and is due here on May 7.

The leading Atlantic passenger

line for the year 1927 was the "Cunard," with about 21 per cent.

of the total.

The Cunarders "Caronia" and

"Carmenla," built in 1905, are being

extensively overhauled at Birken-

head, their first large repairs since

1924, when they were converted

to oil.



# P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).  
MAIL AND PASSENGER STEAMERS.  
TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND AND  
QUEENSLAND PORTS, AND RED SEA, EGYPT,  
CONSTANTINOPLE, GREECE, LEVANTINE  
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong	Destination
AGAPORE	5,283	21st Apr.	Marseilles & London.
MOREA	10,953	28th Apr.	Bombay, Marseilles & London.
LAHORE	5,252	7th May	Marseilles & London.
KASHGAR	9,005	12th May	Marseilles, London & Antwerp.
KIDDERPORE	5,334	22nd May	Straits, Colombo, Bombay & Karachi.
MALWA	10,988	28th May	Bombay, Marseilles & London.
RAJPUTANA	5,277	31st May	Straits, Colombo & Bombay.
JEYPORE	5,338	2nd June	Marseilles, London & Hull.
BELTA	8,097	9th June	Marseilles, London & Antwerp.
RANPURA	16,601	23rd June	Bombay, Marseilles & London.
NOVARA	6,989	30th June	Marseilles & London.
KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	10,619	21st July	Bombay, Marseilles & London.
NANKIN	7,026	28th July	Marseilles & London.
KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
RAJPUTANA	16,608	18th Aug.	Bombay, Marseilles & London.
KALYAN	9,144	1st Sept.	Marseilles, London & Antwerp.

\*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to  
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the  
Khedival Mail Steamship Co.

## BRITISH INDIA-APCAR SAILINGS.

TAKADA	6,940	24th Apr.	Singapore, Penang & Calcutta.
TALAMBA	8,018	3rd May	Singapore, Penang & Calcutta.
TALMA	10,000	26th May	Singapore, Penang & Calcutta.

R. I. Apcar Line steamers have excellent accommodation for 1st  
and 2nd class passengers. All steamers are fitted with wireless and  
carry a qualified surgeon.

## EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	4th May	Manila, Sandakan, Thursday Island.
TANDA	6,056	1st June	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	29th June	
ARAFURA	6,000	3rd Aug.	

Regular monthly sailings from Hongkong to Japan and Hongkong to  
Australia.  
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu,  
Kobayashi, Tawau, Timor, Darwin, or other ports as indicated on  
admission.

Frequent connections from Australia with the following:—  
The Union S.S. Company's steamers to the United Kingdom via New  
Zealand, Vancouver, San Francisco, etc.  
The P. & O. Royal Mail steamers to London via Suez Canal.  
The P. & O. Branch Service of steamers to London via the Cape.  
The New Zealand Shipping Company's steamers for Southampton and  
London via Panama Canal.

## SAILINGS TO SHANGHAI & JAPAN

*JEYPORE	5,318	18th Apr.	S'hai, Moji, Kobe & Yokohama.
KIDDERPORE	5,334	20th Apr.	Shanghai, Moji & Kobe.
*HATIPARA	7,764	25th Apr.	Moji, Kobe & Osaka.
MALWA	10,988	27th Apr.	S'hai, Moji, Kobe & Yokohama.
TALMA	10,000	3rd May	Amoy, S'hai, Moji, Kobe & Osaka.
*RAJPUTANA	5,273	3rd May	Amoy, Moji, Kobe, Osaka & Yokohama.
TAKIWA	7,026	7th May	S'hai, Moji, Kobe & Yokohama.
TANDA	6,056	8th May	S'hai, Moji, Kobe, Osaka & Yokohama.
*NOVARA	6,989	8th May	S'hai, Moji, Kobe & Yokohama.
*DEVANHA	8,155	11th May	Shanghai, Kobe & Osaka.
DELTA	8,097	11th May	S'hai, Moji, Kobe & Yokohama.
RANPURA	16,601	25th May	S'hai, Moji, Kobe & Yokohama.
*NANKIN	7,026	5th June	S'hai, Moji, Kobe, Osaka & Yokohama.
ST. ALBANS	4,500	6th June	S'hai, Moji, Kobe & Yokohama.
KHYBER	9,114	8th June	S'hai, Moji, Kobe & Yokohama.
RAWALPINDI	10,619	22nd June	S'hai, Moji, Kobe & Yokohama.
*NELLOR	6,853	3rd July	S'hai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	S'hai, Moji, Kobe & Yokohama.
ARAFURA	6,000	10th July	Moji, Kobe, Osaka & Yokohama.
RAJPUTANA	16,608	20th July	S'hai, Kobe & Yokohama.

\*Cargo only.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

\*Passengers for Rangoon must defray their own Hotel expenses at  
Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 3 ft. x 1 ft. will be received  
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Tickets, Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.**

P. & O. Building, Connaught Rd. C. HONGKONG. Agents.

## BOSTON, NEW YORK & BALTIMORE.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

## AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "CITY OF DUNKIRK" ... Via Suez Canal ... 17th Apr.  
S.S. "CITY OF EASTBOURNE" ... Via Suez Canal ... 18th May  
S.S. "CITY OF NEWCASTLE" ... Via Suez Canal ... 19th June  
Steamers proceed via Suez Canal or Panama Canal at Owners' Option.  
Subject to change without notice.

For Freight and particulars apply to—

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

## MARINERS ALL.

COMRADESHIP AMONG THE  
MASTERS.

### UNIQUE DEPARTURE.

Southampton.—A Cachalot, a species of whale, will be the name applied to members of the Southampton Master Mariners' Club, the sub-title of "The Cachalots" having been decided upon at a meeting of the committee, held at the offices of the Royal Mail Steam Packet Company. The gathering was a representative and enthusiastic one, and the proposals put forward by the executive committee were such as to ensure that the club shall strike a distinctive note in its purpose of fostering and maintaining locally, social and professional comradeship among master mariners.

It was for instance decided to depart from the stereotyped custom of electing officers under such names as chairman, vice-chairman and the like, and to impart a nautical note in the titles of the leading officials. The chairman will therefore be known as the captain, his deputies as staff-captains, one of which will be a shore member and the other seagoing. The committee members will be known as harpooners and the ordinary members as Cachalots. The honorary secretary will rejoice under the title of boat-steerer, after the principal member of a whaling crew who naturally undertakes the responsibility of steering, and the honorary treasurer will be the storekeeper.

### "Stowaways."

The membership of the club will be rigidly confined to master mariners holding a valid foreign-going master's certificate, but in the event of the election of persons whose national status or service in the opinion of the committee renders them desirable as honorary members, they will be dubbed stowaways. This term is also particularly appropriate, for in the same manner that stowaways in a ship have no right to be there, so will laymen have no right to belong to the Master Mariners' Club. The only two non-seafaring members will be the honorary chaplain and the honorary recorder.

At the meeting it was decided that the club should be essentially non-political, and that it should commence its activities as a luncheon club. Several meeting places were considered, but it was finally decided that the South Western Hotel should be the rendezvous, and that the weekly luncheon days should be on alternate Mondays and Thursdays. It was agreed, however, that a table should be reserved daily for the use of members, thereby always furnishing them with an opportunity of meeting. A communication from the manager of the hotel stated that when the extensions now taking place were finished, he hoped to be in a position to offer them a captain's room similar in character to that provided at Lloyd's. This announcement was received with gratification.

### Committee of "Harpooners."

It was decided that the management of the club should be vested in a committee, composed of 15 harpooners, with the captain, staff captains, boat-steerer and storekeeper as ex-officio members, and that the general committee should have power to nominate four harpooners to serve with the officers as an executive committee. The rules of the club were then discussed and adopted, and will be printed in the members' booklet. It was decided that the annual meeting should be held in October.

The election of officers was then proceeded with, and the following officials were elected to officiate until the annual meeting:—Captain, Captain J. King, O.B.E., R.D., R.N.R., Principal Officer, Board of Trade; Staff captains, Captain S. N. Braithwaite, marine superintendent of Royal Mail Steamship Company (shore officer), Captain W. Marshall, C.B., D.S.O., R.N.R., commander, White Star Olympic (seagoing officer); boat-steerer, Captain A. H. Raymer, R.D., R.N.R., Senior Nautical Surveyor, Board of Trade; storekeeper, Captain W. V. J. Clarke, D.S.C., Shipping Federation. In addition to committee of harpooners, two honorary officials were appointed, namely, honorary chaplain, Rev. F. A. W. Wilkinson, M.A., R.N., Chaplain of Missions to Seamen, and hon. recorder, Mr. R. R. Gleave.

Now that the rules of the club have been formulated, intending members are invited to communicate with the "boat-steerer," i.e., R.M.S.P., officers, or to make application through any of the harpooners. The club is to have a badge in which a whale will figure, together with the Latin motto, "In Omni Paratus," which has been approved, meaning, "Prepared against all things." A club flag will also be selected at the next meeting. Before the gathering concluded Captain Raymer and Captain Braithwaite were thanked for their efforts towards the formation of the club.

The good ship "Cachalot."

## R. TYNE BRIDGE.

ARCH CLOSED BY  
ENGINEERS.

### A BIG FEAT.

The arch constituting the main span of the steel highway bridge, now in course of erection over the River Tyne between Newcastle and Gateshead, was successfully closed by Messrs. Dorman, Long and Company, Limited, Middlesbrough, on Saturday, Feb. 25, last, when the upper of the two chords constituting each rib were joined together by temporary pins.

The structure is now self-supporting as a three-hinged arch. A closing piece will ultimately make good the gaps between the lower chords of the arched ribs. In carrying out this operation, the closing piece will be put under a certain specified stress of some 300 tons, so as to ensure that, when under dead load only, the stresses in the arch shall be in accord with those provided for in the design of the structure. By the insertion of this closing piece, the span will become a two-hinged arch, and the temporary pins now connecting together the upper chords of the ribs will be removed and the joint riveted up.

The arch has a span of 531 ft. between the centres of the abutment piers, which are placed at quay level. The rise is 170 ft., and the depth of the ribs at mid-span is 20 ft. 3 in. A clear roadway of 84 ft. 6 in. is provided for the river traffic. The two ribs are spaced at 46-ft. centres. Each consists of two parabolic chords coupled by single intersection bracing.

### Two Halves.

The arch has been erected in two halves by cantilevering out from the main piers. The first sections were erected in a steel cradle resting on the top of the concrete abutments, which have carried down to solid rock. When the work of erection had reached the limit of what could be conveniently dealt with by the cradles, the weight was transferred to steel cables 3 in. in diameter and having a breaking strength of 360 tons. These cables were attached to the steel already erected and were anchored back to the approach spans, which are continuous plate girders 11 ft. 6 in. deep. The cradle was then removed, so as to avoid the possibility of indeterminate erection stresses, and the work proceeded until it became desirable to rearrange the support. For this purpose, a second set of steel cables was attached to the outer ends of the work already erected. To secure a favourable angle of support, these cables were taken over masts before being anchored down to the approach spans.

The cables first used were then slackened off and removed. At a still later stage, the weight was transferred to a third set of cables, which passed over higher masts than the second set, and then over a toggle device, before being fixed to the steel work of the approach spans. Erection then proceeded as before, until the opposing upper chords of the ribs came to within 9 in. of each other. These then brought slowly into contact by slackening off the cables by the toggle gear mentioned above, which was provided to this end with powerful hydraulic jacks. There were four of these toggles, two on each bank, and all parts of the work were in telephonic communication during the closing operation, so as to ensure proper co-ordination between all the working points. The whole operation took about half an hour.

The approaches of the bridge terminate in High-street, Gateshead, and in Pilgrim-street, Newcastle. Very easy gradients have been secured, the maxima being 1 in 91.5 on the Gateshead side and 1 in 66.4 on the Newcastle approach. The carriageway is 38 ft. wide, but will have to accommodate two tramway tracks. The floor is designed for the standard loading of the Ministry of Transport, supplemented by the additional requirement that it should, in view of the heavy character of some of the local industries, be capable of taking a load of 100 tons borne on four wheels.—"Engineering."

### CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "City of Roubaix," are reminded to take delivery of their goods which will be subject to rent after April 19.

The United States Line steamer "America" is to be recommissioned this month after extensive repairs necessitated by fire damage last year.

The "Grangpark," a Denholm Shipping Co.'s steamer, has made a non-stop voyage from Rotterdam.

## PASSENGER LISTS.

### ARRIVALS.

Passengers arrived at Hong Kong by the P. & O. from London, Southampton, Marseilles, Port Said, Colombo, Penang and Singapore on April 13 were:—

Mr. and Mrs. Lauder, Mr. D. Trafford, Mrs. A. Warren, Mrs. Miss and Mstr. Smith, Mr. and Mrs. Westcott, Mr. and Mrs. Robson, Mr. W. Lechie, Mr. J. Walkers, Mr. and Mrs. Reid, Ch. Engr. Langer, Mr. and Mrs. and Miss Cameron, Mrs. Robertson, Mr. Fridmore, Mr. Ray, Comdr. Phillips, Mr. G. Wilkins, Mrs. M. Thorpe, Mr. C. Marshall, Mr. Graburn, Dr. Cosgrave, Miss G. Wright, Mr. and Mrs. Shelley, Mr. Ingram, Mr. M. Ladd, Miss M. Barrows, Miss Mosier, Mr. and Mrs. and Mstr. Cass, Mrs. Burket, Mr. H. Green, Mr. Cheng Wai-sun, Mr. Chan Chi-fan, Mrs. Triggs, Mr. S. Cater, Mr. S. Elenbass, Mr. Vanderburg, Mr. and Mrs. Barklow, Mrs. Nichols, Mr. Prevost, Mr. and Mrs. Fane, Miss Simmons, Mr. and Mrs. Chen See-hon, Mr. Love, Mr. J. Cohan, Mr. Marquis, Mr. C. McCarthey, Mr. E. King, Mr. Cattaneo, Mrs. Winks, Dr. Fawcett, Miss P. Brown, Mr. S. Jarondl.

### DEPARTURES.

Passengers sailed from Hong Kong on the s.s. "Changto" for Australian ports via Manila on April 13 were:—

Mr. and Mrs. G. H. Mocatta, Mr. and Mrs. O. A. Smith, Miss R. A. Matthews, Mr. Auger, Mr. L. Gibbs, Miss M. Holroyd, Miss Clara Frost, Miss D. Wise, Mr. J. Smith, Mr. F. D. Angus, Mr. Alfred Stehli, Mrs. P. J. Jennings, Miss Jenkyn Bell, Mr. Valentine, Mr. Charles Hilles, Mr. G. McMurdo, Mr. and Mrs. Wm. Clarke, Mr. H. Khouri, Miss E. Clarke, Mr. H. Khouri, Mr. F. Hollabaugh, Capt. and Mrs. McLeavy, Miss McLeavy, Mr. H. Barnes, Mr. Horace Berry.

### CONSIGNEES.

### NOTICE TO CONSIGNEES.

#### "ELLERMAN" LINE.

From EUROPE.

THE Steamship  
"CITY OF ROUBAIX"  
having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 19th April, 1928, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before 26th April, 1928, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LTD.,  
General Agents.  
Hong Kong, 13th April, 1928.



"Martha, have you noticed the long lists of prominent people who arrive and sail on the President Liners? Practically everybody I know travels on them. And if you have even as much as been aboard one of the Liners, you can well understand why they are so extremely popular."

## Weekly Trans-Pacific Service

To San Francisco and Los Angeles  
The Sunshine Belt via Honolulu  
Fortnightly sailings on Tuesdays  
Pres. Jackson ... Apr. 24th  
Pres. McKinley ... May 8th  
Pres. Grant ... May 22nd  
Pres. Cleveland ... June 5th

To Seattle and Victoria  
The Short, Straight Route to America  
Fortnightly sailings on Wednesdays  
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Pres. Van Buren June 3rd 8 a.m.  
Pres. Hayes ... June 17th 6 a.m.  
Pres. Polk ... July 1st 8 a.m.

To Manila  
Pres. Jackson ... Apr. 16th 6 p.m.  
Pres. Harrison ... Apr. 22nd 6 a.m.  
Pres. Taft ... Apr. 24th 6 p.m.

Pres. McKinley ... Apr. 30th 6 p.m.  
Pres. Monroe ... May 6th 8 a.m.  
Pres. Jefferson ... May 8th 6 p.m.

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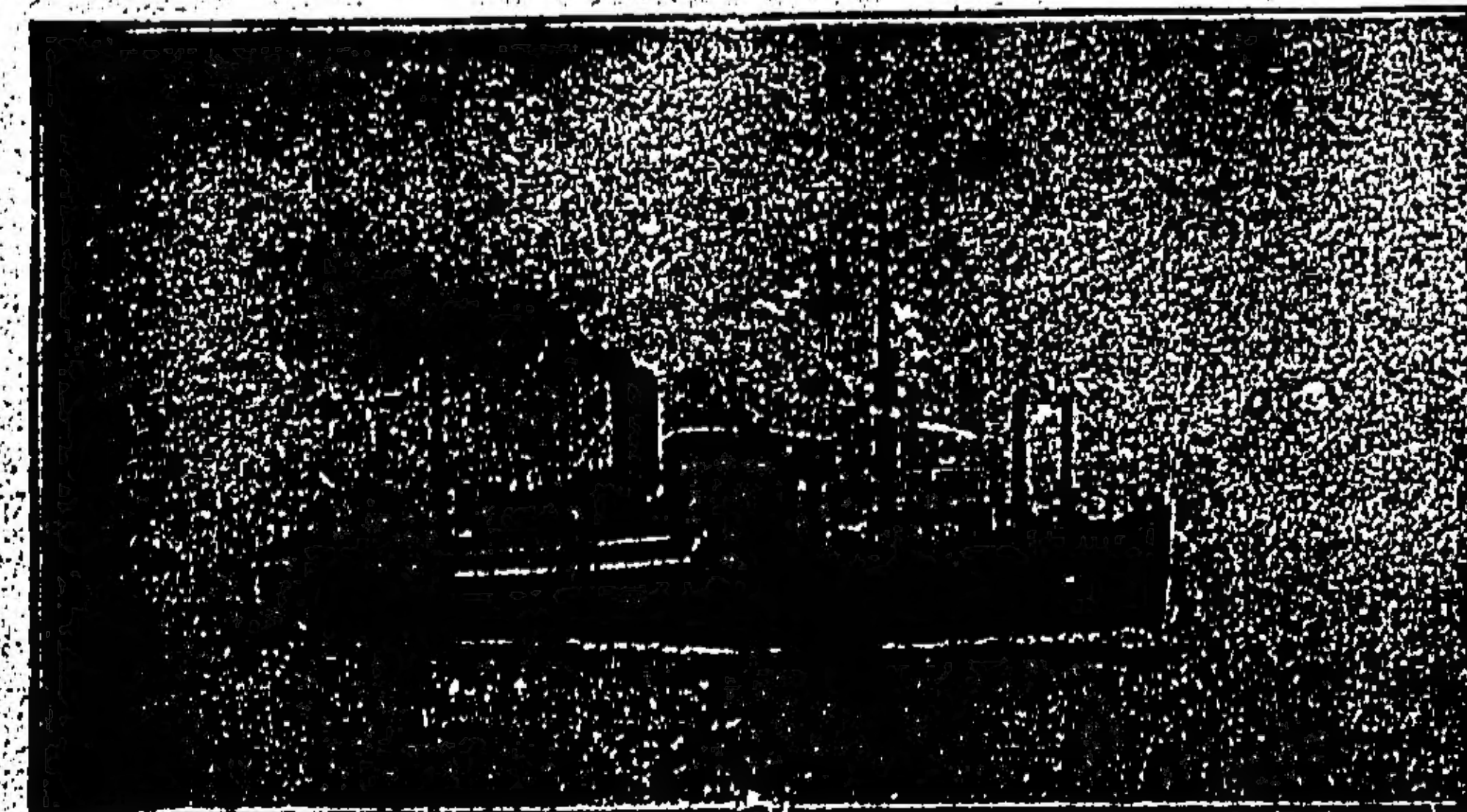
Hong Kong, April 1, 1924.

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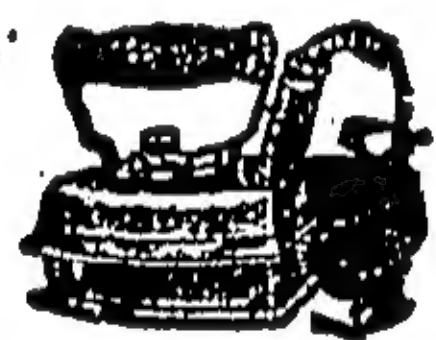
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Published by  
The Newspaper Enterprise, Ltd.  
Printers & Publishers  
No. 3A, WYNDHAM STREET,  
HONG KONG.

Telephones Central 22 & 4641.  
Cable Address:—Mail, Hongkong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Office:—The Far Eastern Newspaper Agency (London), Ltd., 36-38, Southampton Street, Strand, W.C.2.

### BIRTH.

OLLBERGSEN.—On April 8, 1928, at Berkeley, California, to Mr. and Mrs. J. H. Ollbergesen, a daughter.

### DEATHS.

BAKER.—On April 6, in England, Barbara Mary Laura, beloved daughter of Mr. and Mrs. A. E. Baker, aged eleven years.

MOTTRAM.—On April 8, at Shanghai, suddenly, John Mottram, Chinese Maritime Customs, aged 51 years.

Hong Kong, Saturday, April 14, 1928.

### SATURDAY CAUSERIE.

The extraordinary performance of the French aviators, Costes and Lebrun, in flying direct from Tokyo to Hanoi, is not only the most notable achievement of the week but it is, we believe, one of the greatest events in the history of flying—particularly when consideration is taken of the fact that the intrepid aviators almost immediately continued their journey to Calcutta and then went on to Karachi. We in this part of the world are not accustomed to anything approaching such long non-stop flights in these regions, for though we have had the pleasure of being visited by several of the world's greatest fliers, none of them ever attempted to travel except by comparatively short stages. Indeed it is not so long since the Hong Kong-Shanghai flight—less than 900 miles—was unthinkable as anything but a journey that had to be broken at Foochow. Now it can easily be done at one "hop" or thereabouts. The non-stop flight of the Frenchmen from Tokyo to Hanoi is truly amazing even in these

parts of the world, and it must be regarded as one of the most remarkable ever accomplished. Evidently the aviators now intend to reach Europe via the Persian Gulf and Asia Minor, and if they continue their journey with the same speed as they have so far shown they may easily finish as the performers of one of the most wonderful flights ever undertaken. It all goes to prove how extraordinarily rapid has been aviation's advance during the past few years and how very much we now have actually entered upon the Aerial Age. [A telegram to hand states that Costes and Lebrun are expected in Paris to-day, and that they are to receive a "rousing welcome." It is all very wonderful, as it is only last Sunday that they were in Tokyo.]

Though another week has passed yet Marshal Li Chai-sum still lingers much nearer to the Yangtze than to the Pearl River. We hasten to state, however, that we have not the slightest doubt but that Marshal Li would much prefer being in Canton at the present moment than in Nanking, and that as soon as he can make his way southwards he will readily do so. It is probable that had the fortunes of the Nationalist Army been more propitious we should by now have witnessed Marshal Li again fully occupied with the many weighty tasks that he had entered upon before being compelled to present himself at Nanking. Evidently it was necessary that he should personally present himself before his Kuomintang colleagues so as to convince them that it was much more imperative that he should continue to work directly for the good of Kwangtung and indirectly for the Party's benefit with his headquarters at Canton. It says much for Marshal Li that at the present juncture, when the leading members of the Nationalist Government have been so deeply intent upon their military projects that he has been able to obtain their consent to his relinquishing the post of Chief-of-Staff which Marshal Chang Kai-shek was eager he should occupy. We in South China will sincerely hope that Marshal Li may soon be able to return to Canton to continue the excellent work he had set out to accomplish for we believe he was on the right lines for the true advancement of his countrymen.

To-day the Japanese naval vessels that have been with us during the week conclude their

sail away to their native land. The visit has in every respect been one of unalloyed pleasure, both to ourselves and, we venture to hope, to our Japanese friends. We have good reason to believe that our visitors have been very favourably impressed by the many indications of our pleasure in having them with us and Admiral Kato, in his remarks at the dinner given in his honour and in honour of his fellow-officers by the Hong Kong General Chamber of Commerce, was obviously deeply gratified by the nature of the welcome that had been extended to him since his arrival in Hong Kong. Such meetings cannot but conduce to further friendliness, as it is only by actual contact that different nations can hope to understand one another and thus prove mutually helpful. For a long time we shall have happy recollections of having had so many Japanese sailormen in our midst obviously pleased with all they saw around them; and pleased, above all we hope, to note that our welcome was sincere and founded upon a desire for continuous friendship on both sides. At the present moment when in Japan Communism seems to have penetrated much too widely but which we are glad to note has received a severe check, it is good to know that the Japanese have so efficient a fleet who, if need arise, will be able to give a good account of themselves against the forces of disorder.

### "JAPAN'S" "REDS."

SOVIET BELIEVED SOURCE OF FUNDS.  
ARRESTS CONTINUE.

Tokyo, Yesterday. The "Yomiuri" reports that investigations have revealed that funds were supplied to the extremists from the Soviet Trade Commission in Shanghai and other sources. The report, however, cannot be confirmed and should be treated with reserve.

The "Yomiuri's" proprietor, however, is a former police official and consequently generally well informed in police affairs.

Katayama's Despatches. The other vernacular papers report, that during domiciliary searches, telegraphic despatches from Katayama, the noted Japanese Communist at Moscow, were discovered, show that Katayama was behind the intrigue. The reports also cannot be confirmed.

Meantime arrests continue. About a dozen members of the Labour League Council, which was recently dissolved, were seized last night while they were holding a secret conference; others were arrested at Kyoto.

Calm Comments. It is indicative that the country does not consider that the recent revelations call for any alarm that the Press, though censuring the extremists, is remarkably calm in its comments.

The police have frustrated a second attempt to reform the Ronoto by breaking up a meeting. Meantime the authorities, who have been endeavouring to gauge the exacting extent of Communist penetration in factories and the establishment of "cells," are relieved to find that they have made no apparent headway in Government factories, except the Naval Arsenal at Masuru, where 8 or 9 hands have been arrested in connection with the Communist round-up.

### COMPANY REGISTER.

The names of the following have been struck off the Companies Register:—

South China Development Syndicate, Ltd.,  
The Rural Land Investment Co., Ltd.,  
The Tung Tin Restaurant, Ltd.

Unless cause to the contrary is shown, the name of The Oriental Trading Co. (Hong Kong), Ltd., will also be struck off three months from date.

### PROPERTY SALE.

No. 566, Nathan Road, Kowloon, was auctioned by Messrs. A. G. de Bocka & Co. yesterday for \$25,500. Mr. P. M. Chik was the buyer.

Details follow:—  
Section D of K.L.L. 146, 75 years lease from Feb. 1922 (option of further 75 years), 2,400 sq. feet, annual ground rent \$450, subject to \$25,000 (only one bid was made).

### VARIETY ARTISTES.

PERFORM BEFORE THEIR MAJESTIES.

FOR BENEVOLENT FUND.

Even before the curtain went up last night at the Coliseum one felt (says the "Daily Telegraph") that the performance organised on behalf of the Variety Artists' Benevolent Fund was an assured success.

Outside a big crowd had gathered, and so eager were those assembled to obtain a close glimpse of their Majesties that they completely broke bounds, and had it not been for the efforts of the police the result might have been a serious accident. But all's well that ends well, and a few minutes later the Royal party, consisting of the King and Queen, together with the Princess Royal, and followed by Lord Carnarvon and Lady Maud Carnarvon, entered the box prepared for them, which previously had been adorned with bunches of pink carnations. Shortly before this, however, they had been received by Sir Oswald Stoll, Mr. Walter Payne, O.B.E., president of the fund, Mr. William Agnew, manager of the Coliseum, and Mr. Harry Marlow, secretary.

So far as could be judged there was not a single vacant seat in the big auditorium. And when, later in the evening, all the returns came to hand it was found that the total amount obtained was over 24,400 (a result surpassing all former records).

The National Anthem having been played by the orchestra, all assembled up-rising and joining in its singing, a start was promptly made with the first item in the nicely varied and excellent programme. On dashed Larry Kemble, fitly described as "A Little Eccentric," bringing with him a bicycle, which, after some amusing tricks, he abandoned for a one-wheel cycle, the saddle being raised to some ten feet above the ground.

Next came Starelli and Douglas, known as the "Fiddle Fanatics," a title fully justified by subsequent events. And, of course, there was a most hearty welcome for the troupe of Victoria Dancing Girls, a bevy of delightful girls tastefully attired in pretty pink frocks, and individually or together, extorting from the pleased spectators a well-deserved meed of applause for their graceful contribution. An enthusiastic reception also awaited Mr. A. C. Astor, a clever ventriloquist who brought with him his inseparable companion, "Sentimental Mac," a peculiarly sensitive mannequin apt at any crisis to burst into tears.

### Community Singing.

There are few English ballad vocalists who possess a more pleasing voice or a more finished style than Miss Lillian Burgess, and she was heard at her best in two songs, "I wonder Why," and "The Dream Song." Also at her invitation, the audience joined her wholeheartedly in the last verse of the "Bonnie Banks of Loch Lomond," the Queen, in particular, applauding loudly. As for that wonderful "droll" Noni, if the audience could have gone their way, he might have gone on entertaining them for a good hour or two. Among the most engaging of his feats was the playing of "Ah, che la Morte," while his manipulation of the keys of a piano was a feat altogether remarkable. His reward came after the curtain fell, the Queen despatching a bouquet to him as a souvenir of the occasion.

Time does not permit of more than a passing tribute to the extremely agile dancing of Mr. Victor Andre in three different capacities—a gentleman in evening dress, a soldier, and a naval officer—or to Mr. Clarkson Rose's exceedingly funny delivery of a couple of typical ballads, "Mr. Everyman" and "Where are the Girls of the Old Brigade?" Nor is it necessary to dilate upon the wonderful skill and elegance of such a well-known and highly esteemed dancer as Anton Dolin or the finished vocalisation of Miss Gracie Fields, who moved all present to a long and loud outburst of cheering and hand-clapping by her delivery of three of her most effective songs. With Will Hay and his two boyish assistants to help him in a new version of that brilliantly comic sketch, "The Beginning of St. Michael's," and Jack Hylton, accompanied by his famous All-British Band, the end came at last of an entertainment which, in a personal message to Mr. Harry Marlow, the King himself said, "I think it is the best programme of the series of shows I have seen," a sentiment all present would, were the chance afforded them, certainly endorse.

During the absence of the French Minister, Count D. de Martel, Mr. H. C. Connors, Councillor to the Legation, will act as Charge d'Affaires, says the "Shanghai."

### TALENT COMING.

MR. A. STROK'S RECENT ARRANGEMENTS.

GALLI-CURCI AND OTHERS.

Mr. A. Strok, the well-known impresario, returned recently from a hurried trip abroad in which he has succeeded in engaging numerous artistes, musical and others, whom the Far East will welcome heartily.

The coming of Jacques Thibaud, the noted French violinist, has already been announced, and in addition we are to hear Cecilia Hansen, a famous Russian woman violinist; also Jascha Heifetz and Fritz Kreisler who will pay us a return visit.

Benno Moiseiwitsch, as was announced just prior to his departure last winter, will play here again in due course.

Mr. Strok's most unique musical offering for next season is Andreas Segovia, a guitarist who has literally astonished London, New York, and the Continental musical centres with his virtuosity. Critics rate him among the foremost interpreters of Bach and other Masters. To hear them played on the guitar will indeed be a novelty.

On the vocal side, we are to hear the famous Mme. Galli-Curci. Equally interesting is the coming of the "English Singers," a British choral aggregation who have had a phenomenal vogue in the United States.

There will be dancers, too, among them, L'Argentine, the acknowledged superior of even the great Anna Pavlova. Then, Ruth Page, the noted American dancer, with her three companions, is coming.

Mr. Strok is to be congratulated on securing so many celebrities for our diversion. The international character of his selection calls for special compliment. Hong Kong, which has had occasion to be grateful to him in the past, will not be slow to record its sense of increased obligation.

### CHINESE POSTS.

MR. PICARD-DESTELAN'S DUAL APPOINTMENTS.

NANKING AGREEMENTS.

Shanghai, Yesterday. Mr. H. Picard-Destelan, Co-Director-General of Posts, arrived at Nanking on April 6 and assumed office as Co-Director-General of the Nationalist Directorate-General of Posts of Nanking, holding the two offices concurrently. After signing all the agreements he returned to Peking this morning.—Reuter.

[Note: The Peking and the Nanking Governments each have their own postal administrations now, but Mr. Picard-Destelan's dual appointment should make for harmony.]

### SIR R. RODD.

TO STAND FOR MARYLEBONE.

London, Yesterday.

At a meeting to-night Sir Rennell Rodd will be proposed as the official Conservative candidate in the by-election in the London borough of Marylebone necessitated by the elevation of Sir Douglas Hogg to the Lord Chancellorship.—British Wireless Service.

### CASSIA DISPUTE.

Mr. P. A. Krishna Motilal Patla, 65 Wyndham-street, was non-suited by the Puisne Judge (Mr. Justice J. R. Wood) in the Summary Court yesterday when he sued Mr. Ng Sau-chi, c/o Messrs. Banker & Co., Ltd., 4 Queen's-road Central for \$262.70 in respect of alleged shortage of 31 piculs of cassia, out of a shipment of 700 bales, shipped from Hong Kong to Calcutta and purchased by plaintiff from defendant. Mr. J. M. Hall defended.

### DO YOU KNOW?

To-day's List of Little Posers.

From day to day in the "China Mail" appear half a dozen questions of a general nature, for which acknowledgment is due to the "Daily Sketch." Answers will be found on page 9 of this issue.

1. Who the Huns were?
2. What is it?
3. How much of India is British territory?
4. Which island is called Mainland?
5. Where the Garden of France is?
6. When the first life insurance policy was issued in England?



## CONSTRUCTION CO.

(Continued from Page 1.)

As a natural consequence of this, your Directors feel it unnecessary to retain the services of Mr. L. Gain as Manager, and Civil Engineer, and Mr. Gain accordingly returned to Europe on January 3, 1928. Mr. S. C. Cook, our Secretary, then combined the duties of Secretary and Manager, and our Executive Staff was reinforced by the arrival of Mr. R. Simmons, a constructional engineer who has had wide experience with leading firms of contractors both in England and abroad. He came to us in the capacity of General Works Manager straight from the completion of important works in Southern India.

## A Try Out.

In spite of the heavy losses your Company has sustained we certainly do not think we should entertain any idea of winding up the business until we have thoroughly tried out the re-organization which has recently been effected.

Our Franks Piling Department continues to do good work, and the advantages of this system of preparing foundations are undoubtedly becoming more widely known and appreciated.

During the past year we have established satisfactory connections in Tientsin, also, one may say, consolidated our position in Shanghai. The prospects in respect of North China are good, and in order to take advantage of the opportunities offering, your Directors have decided to obtain additional Franks Piling equipment, which will enable us very shortly to have two complete equipments stationed at each of our main operating centres, i.e., Hong Kong, Shanghai and Tientsin.

## Demand For Pipes.

It will be seen from the balance sheet that the item "Works in Progress" includes a sum of over \$30,000 representing the cost to date of this pioneer work in North China. The amount in question is in the nature of goodwill or preliminary expenses, and arrangements have been made for this to be written off in due course by means of a percentage against the value of Franks Piling work done in North China.

During 1927 we met a small but regular demand for our centrifugal concrete pipes, etc. So far as can be ascertained, these pipes have given satisfaction wherever they have been used, but to make a success of this department we must endeavour to enter a large field than is afforded by Hong Kong and district. Enquiries have recently been received from the Straits Settlements and from North Borneo, and it is also encouraging to note that our pipes have this year been taken up by the Public Works Department of the Hong Kong Government. Taking all in all there are good prospects of expansion in this department.

Before concluding I might draw attention to the fact that the contingent liability of \$50,000 which appeared as a memorandum on our balance sheet of last year, has now been eliminated.

This was in connection with a debenture for that amount issued by the Company as security for the due performance of contracts with the Hong Kong Government, and the debenture in question has now been cancelled.

## In Abeyance.

At the last general meeting a shareholder suggested that the share capital of the Company should be reduced, to correspond with the heavy losses which have been sustained, and this suggestion has been carefully considered by your Directors. It is felt, however, that it would be wiser to ascertain by actual experience what prospects the Company has of being in a position to pay dividends on the reduced share capital, before incurring the legal costs, etc., in connection with the proposed step. The question therefore remains in abeyance, but will not be overlooked.

Having now summarised, to the best of my ability, the present position of your Company, I beg to propose that the report and accounts for the year 1927, as presented, be adopted. When this has been seconded, I shall have pleasure in replying to any questions thereon that shareholders present may desire to put.

Other Business.  
Mr. T. Arnott seconded. No question was asked, and the proposal was carried unanimously.

Other Business transacted by the meeting comprised—  
Re-election of Sir Robert Ho Tung and Mr. J. T. Bagram, the retiring directors—proposed by Mr. J. Coulthart, seconded by Mr. S. K. Kin.

Re-election of Messrs. Lowe, Bingham and Matthews as auditors at a fee of \$800 for the ensuing year—proposed by Mr. W. A. Fitzgerald, seconded by Mr. J. A. Bagram.

## FLEET LEAVE.

(Continued from Page 1.)

The Hon. Mr. C. McL. Messer, Paymaster Capt. Miwa, the Hon. H. T. Crensy, Mr. H. Mori, Capt. J. B. Glencross, Commander Nakashima, His Honour Mr. J. R. Wood, Mr. M. J. Brown, Mr. Ip Lan-chun, Mr. J. Sakurai, Mr. Li Cho-san, Mr. N. S. Brown, Lieut. A. S. Eccles, Mr. K. Nakatani, Capt. M. R. J. Maxwell-Scott, Lieut.-Commander R. G. Chichester, Mr. A. E. Wood, Commander Matsuda, Colonel Clarke, Mr. J. P. Braga, Mr. K. Kitazawa, Mr. Li Yick-moi, Commander J. B. Newill, Lieut. Col. F. H. Bell, Capt. J. D. Nares, Commander Somekawa, Capt. G. Hopwood, Commander Sato, Mr. J. Kawa, Mr. B. R. Foster, Mr. T. N. Chau, Mr. J. Yamanouchi, Mr. B. D. F. Beith, Capt. F. B. Bartlett, the Hon. Mr. J. Owen Hughes, Capt. Ono, Commodore L. W. Braithwaite, Capt. F. E. B. Haselfoot, Mr. S. Tsuchida, Lieut. C. W. P. Richardson, Mr. M. F. Key, Mr. M. Nonomura, Capt. A. J. L. White, Lieut. Commander C. Caslon, Commander Akira, the Hon. Mr. W. E. L. Shenton, Capt. Kikuno, Mr. W. W. Hornell, Capt. W. H. Mitchell, Mr. C. G. S. Mackie, Mr. S. Takeuchi, Mr. W. E. Smith, Mr. Chau Yu-ting, Mr. Y. Santo, the Hon. Mr. E. D. C. Wolfe, Surg. Capt. W. W. Keir, Colonel Skinner, Mr. Li Yau-tsun, Engineer Capt. Sekoma, Paymaster Commander H. Rogers, Mr. H. Uemura, Mr. T. E. Pearce, Lieut. Com. K. Shiroya, Mr. K. Kitayama, Mr. M. K. Lo, Mr. S. B. B. McElerry, the Hon. Dr. R. H. Kotewall, Commander Kamiyama, the Hon. Mr. R. A. C. North and Mr. J. Abe.

## Final Tributes.

The Consul-General for Japan welcomed the distinguished guests and expressed high appreciation of the goodwill manifested towards Japan and her Navy by all sections of the Hong Kong community.

H.E. the Governor, in reply, said he spoke the mind of the whole community when he said that they could not have had more pleasant visitors than the Japanese Fleet. The Japanese Fleet came to Hong Kong as friends bearing messages of goodwill and they would carry back a great cargo of goodwill from Hong Kong.

During the evening, the Band of the flagship "Nagato" rendered selections.

## Chinese Friendship.

There was a large attendance at the To Yuen restaurant yesterday when a luncheon was given in honour of the visitors by the Chinese Chamber of Commerce.

Mr. Li Yau-tsun, Chairman of the Chamber, presided and among others present were Admiral K. Kato, Admiral Sir Reginald Tyrwhitt, Commodore J. L. Pearson, Rear-Admiral I. Okamoto, Rear-Admiral E. Hamano, Comdr. S. Matsuda, Comdr. T. Kamiyama, Comdr. K. Koga, Comdr. K. Somekawa, Comdr. N. Nakashima, Comdr. K. Aaira, Eng.-Capt. K. Sekoma, Paymaster Capt. H. Miwa, Capt. H. Ichimura, Capt. Matsushita, Surg.-Capt. T. Kabeshima, Capt. S. Kikuno, Capt. I. Ono, Comdr. H. Rogers, Capt. T. Hori, Lt.-Comdr. C. Caslon, the Hon. Sir Shou-sun Chow, Sir Robert Ho Tung, the Hon. Dr. R. H. Kotewall, C.M.G., the Hon. Mr. E. D. C. Wolfe, C.M.G., Sir Henry Pollock, the Hon. Mr. W. E. L. Shenton, the Hon. Mr. R. A. C. North, the Hon. Mr. H. T. Crensy, C.B.E., Sir Joseph Kemp, the Hon. Mr. E. R. Hallifax, the Hon. Mr. J. Owen Hughes.

The Chairman referred to the visit as significant of the cordial friendship which was being built up between China, Japan and Great Britain whilst Admiral Kato, in reply, referred to the many bonds between the Japanese and Chinese and to their friendship with one another and with Great Britain. Japan was deeply in sympathy with the Chinese and hoped that they would achieve what they were striving for. He felt sure that Great Britain entertained the same sentiment towards China and the cordial manner in which Chinese and British in Hong Kong co-operated was significant of the real friendliness existing between the two nations as also between them and Japan.

"Mountain Lodge" Reception.  
Following the tiffin, Admiral Kato and his Officers were at home to a large reception held on board the flagship "Nagato." Other arrangements for the entertainment of Japanese officers and men ashore included a visit to "Mountain Lodge," the summer residence of H.E. the Governor.

## Thanks From Tokyo.

The following telegrams have been exchanged between the Japanese Minister of Marine and His Excellency the Governor of Hong Kong:  
Governor of Hong Kong.  
Please accept my sincerest thanks for the courtesy and hospitality so generously extended by Your Excellency, officials and people of Hong Kong to the officers and men of the Japanese Fleet.

The visit of the Japanese Fleet to this Colony has given great pleasure to the Government and the people of Hong Kong. We share your hope that this visit will increase the friendship between our two nations, and we are glad to know that your fleet will return to Japan as Admiral Kato said yesterday, with a great cargo of goodwill from Hong Kong.

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## OUR WEATHER.

HIGHEST AND LOWEST IN MARCH.

86 HOURS OF SUNSHINE.

No sunshine was recorded on eight days in March, the total number of hours of sunshine for the month being 86.3.

The highest temperature was 77.9 degrees on the 25th, the lowest being 53.3 on the 10th. The mean temperature for the month was 63.2. The average for 40 years (1884 to 1923) is 63.1.

The mean humidity for the month was 87 per cent and cloudiness 85 per cent.

According to the Observatory returns, rain fell on 16 days. The highest for one day was 3.08 inches on the 7th. On no other day did the rainfall exceed an inch. Comparative figures for the month are:—

	No. of Total Days.	Inches.
Observatory, Kowloon	16	5.185
Botanical Gardens		
Hong Kong	19	6.370
Matilda Hospital		
Mount Kellett	16	5.520
Police Station, Taiipo	6	3.260

\* against an average of 2.739 inches.

The lowest reading of the barometer (mean sea level) was 29.729 inches at 4 p.m. on the 7th. The maximum squall velocity, according to the Dines-Baxendell anemograph, was 54 miles per hour at 1.27 a.m. on the 13th.

## "THE GAY RETREAT."

NEXT WEEK'S BIG NEW COMEDY.

Everyone who saw "What Price Glory" must still remember the comic antics of the two mischief-making, trouble-seeking marines, Privates Lepinsky and Kiper, played by Sammy Cohen and Ted McNamara, who brought peals of laughter from the audience every time they appeared on the screen. The success of these two in "What Price Glory" was so marked that a feature comedy was specially written for them by a leading American Humourist. Under the title of "The Gay Retreat," this comedy will be screened at the Queen's Theatre from Wednesday to Saturday next, according to a special advertisement in this issue.

The story deals with the sleepwalking son of a millionaire who enlists in the ambulance corps and his two faithful attendants who also enlist to keep him out of trouble. Gene Cameron is the somnambulist and Ted McNamara and Sammy Cohen are his pals. Trouble starts for the three at the very outset, and the rest of the film shows them romping through one hilarious adventure after another. "The Gay Retreat" is claimed to be the cleverest and funniest war comedy yet produced and it is sure to go with a great swing in Hong Kong.

## BANVARD'S SHOW.

FULL HOUSE AT "STAR" LAST NIGHT.

A very big and appreciative audience greeted the "flying visit" of Mr. W. R. Banvard's London Musical Comedy Company when they gave their one performance at the "Star" Theatre, Kowloon, last night.

Owing to three members of the company being left in hospital in Shanghai, it was not possible to adhere strictly to "Hors d'Oeuvres." The "Black Bottom Revue" was staged, to which was added a few new numbers.

Each of the principals and the beauty chorus was at his or her best. The Misses Winifred Dalles, Elsie Lancaster, Erna Orom, Edna Ray, Kathleen D'Arcy, Claire Leslie and Vivienne Townesey, Messrs. John Hagan, Frank Atkinson, Wilham Senior and Harrington Weeks all came in for prolonged applause. As on the occasion of the previous visit, the performance is one of the best of its kind given in Hong Kong, and local theatre-goers very much regret that last night's show cannot be repeated.

visit will promote cordially between our two nations.

ADAMIRAL OKADA, Minister of Marine, Tokyo.  
Thank you for your telegram.

The visit of the Japanese Fleet to this Colony has given great pleasure to the Government and the people of Hong Kong. We share your hope that this visit will increase the friendship between our two nations, and we are glad to know that your fleet will return to Japan as Admiral Kato said yesterday, with a great cargo of goodwill from Hong Kong.

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## SAILOR FASHIONS.

SLOWLY MOVING IN SUCH MATTERS.

ONE NOTICEABLE CHANGE.

During the last thirty years or so there have been many small changes in naval fashions. But sailors are a conservative race and move slowly in such matters.

One noticeable change is the now almost universal fashion of clean-shaven. In the old days many more beards were worn, and for many years, whatever other officers did, those of the gunnery persuasion favoured small triangular side whiskers, whilst torpedo officers went in for smart pointed beards.

Though always permitted to clean-shave, almost every petty officer and able seaman used to grow beard and moustaches. The dandies amongst them were allowed to shave a gangway down the centre of the chin provided it was not more than three fingers in width. Marines always took a pride in their military moustaches, but now many even of His Majesty's Jollies have bare faces.

Another change in the general appearance of a ship's company is due to the large proportion of men one sees in fore and aft rig. Till a few years ago only chief petty officers and a few others wore it. Now every petty officer of over one year's standing casts off jumper, blue collar, flannel and bell-mouthed trousers and rigs himself up in jacket, shirt, collar, and ordinary trousers with braces.

Braces, of course, are not part of the regular seaman's kit; hence his traditional habit of hitching his slacks. Now every man has a uniform belt of blue webbing, and when in working rig hangs his knife to it instead of to a white lanyard round his neck.

Any old-time sailor going on board a modern ship in working hours would be astonished to see men, apparently seamen, doing odd jobs about the ship dressed in overalls like mechanics. He did all such work in a white canvas refitting suit which he made himself. These ugly but practical blue overall suits, which were first used by seamen in submarines, gradually found their way into blue ships.

In the course of years the blue-jacket has gradually discarded several time-honoured articles of kit. His best cloth trousers, that buttoned up outside the serge frock, have gone; so has his white straw hat. This hat was troublesome to look after on a crowded mess deck, and unless the brim was turned down—which spoilt it—was about as effective in keeping off the sun as a guardsman's bearskin.

## CINEMA NOTES.

"THE EAGLE OF THE SEA" AT QUEEN'S.

Pictures showing for the last time to-day are "The Eagle of the Sea" at the Queen's Theatre, "Robin Hood" at the World, and "Shipwrecked" at the Star. "The Eagle of the Sea" is a stirring tale of pirates and the Spanish Main. Directed by Frank Lloyd, who made "The Sea Hawk," the picture blends fact with fiction and introduces spectacular scenes of battle between the buccanniers and merchantmen. Florence Vidor and Ricardo Cortez play the leading roles.

## WORLD THEATRE.

"Robin Hood," which was revived in February at the Astoria Cinema in London with great success, is a wonderful picture that may be seen again and again. Douglas Fairbanks, who plays Robin Hood himself, gives a splendid portrayal, and he has a supporting cast embracing many famous players. The settings are magnificent.

## STAR THEATRE.

"Shipwrecked," a new picture featuring Seena Owen and Joseph Schildkraut, tells the story of a girl stowaway aboard a sailing ship bound for the tropics. As the title implies, the vessel meets with disaster. This results in the girl finally reaching a tropical island where many dramatic incidents take place culminating in an exciting climax.

## GAZETTE NOVELTY.

The topical-gazette which will be screened at the Queen's Theatre to-morrow along with the colourful feature production, "The Lady of the Harem," presents a new angle of photography showing scenes taken above and below the water-line at the same time. "The Lady of the Harem" is a romance of Persia, in the days of the Arabian Nights, and it is notable for its typical settings.

## Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "The Eagle of the Sea."

To-day—World Theatre; "Robin Hood."

To-day—Star Theatre; "Shipwrecked."

To-day—Dance, at the Cheer 'O Y.M.C.A., at 7.30 p.m.

To-day—Royal Engineers Sergeant's dance.

April 15—Music, at the Cheer 'O Y.M.C.A., at 7.30 p.m.

April 15-16—World Theatre; "The Runaway" (at 5.15 and 9.20).

Chinese Picture "Retaliation" (at 2.30 and 7.15).

April 15-16—Star Theatre; "Forlorn River."

April 15-17—Queen's Theatre; "The Lady of the Harem."

April 17-18—World Theatre; "Love's Blindness" (at 5.15 and 9.20); Chinese Picture "Retaliation" (at 2.30 and 7.15).

April 17-18—Star Theatre; "Excuse Me."

April 19-21—Queen's Theatre; "The Gay Retreat."

April 19-21—World Theatre; "A Man's Fate."

April 19-21—Star Theatre; "The Honeymoon Express."

April 23—Cheer 'O Dance at Helena May Institute, at 8.30 p.m.

April 26—St. Peter's Club concert in St. John's Cathedral Hall.

## Sports.

April 15—Seventh extra race meeting of the International Race &amp; Recreation Club of Macao, Ltd.

April 21—St. Peter's Club first annual marathon race, 3 p.m.

## Land Sale.

April 16—At P.W.D. Offices, one lot of crown land at Pillar Island, 3 p.m.

## Lammerts' Auction.

April 19—At Sales Room, Duddell-st., valuable household furniture, etc., etc., 2.30 p.m.

## Meetings.

April 16—Meeting of H.K. Territorial, Estates, Ltd., St. George's-bldg., 11.30 a.m.

April 16—Annual meeting of the Alice Memorial &amp; Affiliated Hospitals in Chamber of Commerce Board room, noon.

April 17—Sanitary Board meeting, 4.30 p.m.

April 18—Meeting of the Diocesan Old Girls' Association, 6 p.m.

April 20—Annual meeting of members of the Victoria Recreation Club at V.R.C., 6 p.m.

April 23—Extraordinary meeting of the China Light &amp; Power Co., (1918) Ltd., St. George's Bldg., 11 a.m.

April 24—Fiftieth annual meeting of China Sugar Refining Co., Ltd., at Company's offices, Pedder-st., noon.

## Miscellaneous.

To-day—Diocesan Boys' School "at Home" from 3.30 to 6.30 p.m.

To-day—Eighth annual dinner of the Q.C.O.B. Assn. at Queen's College Hall, 8 p.m.

April 17—Inspection of Police reserve in conjunction with the H.K. Police Force and H.K. Fire Brigade, Murray Parade ground.

April 18—H.E. the Governor lectures in the University on "Elements in an Analysis of Thought and its Activities," at 5 p.m.

April 20—Fraternal dinner to H.K. European medical practitioners and others by the H.K. Chinese Medical Assn., at South China Restaurant.

April 27—Laying of foundation stone of new St. Stephen's-bldg. by H.E. the Governor, 9.30 a.m.

May 6—Presentation of Colours to the H.K.V.D. Corps, Murray Parade ground, 9.30 a.m.

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YOU WENT AWAY ...

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ARE YOU HAPPY? ...

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in Hong Kong.

About 500 miners at the Beeston  
pit, near Leeds, which has worked  
only three or four days a week  
since the lock-out, have been given  
notice to terminate their employ-  
ment.

James Burns, the jockey, has  
died in hospital from injuries re-  
ceived in a motor-cycle accident in  
Delamere Forest. His wife, who  
was riding pillion, is still in  
hospital.

The managing director of the  
Tientsin-Pukow Railway (southern  
section) has come to Shanghai to  
purchase several locomotives from  
a foreign firm here, says the  
"Eastern Times."

A banquet was given in honour  
of Mr. Gordon Selfridge by the  
Advertising Association, at the  
Savoy Hotel, on the anniversary of  
the inauguration of Mr. Selfridge's  
"London House of Business," and  
the day on which the building will  
be completed. The opportunity  
was taken to recognise Mr. Self-  
ridge's great services to the retail  
trade and to advertising. There  
was a distinguished gathering.

A desk smoking outfit, suitably  
inscribed, was presented to Captain  
R. Innes, the retiring Marine  
Superintendent of the China Na-  
vigation Co., by wharfingers and  
friends of the Hong Kong, Canton  
& Macao Steamboat Co., Ltd. Mr.  
W. H. Edley, chief wharfinger,  
made the presentation, expressing  
the good wishes of all for Captain  
and Mrs. Innes. Captain Innes  
replied, hoping that friendly re-  
lationships will also be enjoyed by  
his successor, Captain McCulloch.

Among the passengers who dis-  
embarked at Hong Kong, yester-  
day from the P. & O. s.s. "Kashgar"  
were Mr. & Mrs. Lander, Mr. D.  
Trafford, Mrs. A. Warren, Mr. &  
Mrs. Reid from London; Comdr.  
Phillips from Southampton; Dr.  
Fawcett and Miss P. Brown from  
Marseilles; Mr. E. King from  
Colombo; Mrs. M. Thorpe from Pen-  
ang; Dr. Cosgrave, Mr. & Mrs.  
Shelley, Mr. & Mrs. Barklaw, Mr. &  
Mrs. Chen See-hon and family from  
Singapore.

Following the loss of a £50,000  
pearl necklace, a second dis-  
appearance of jewellery, also  
reported in Paris, is now engag-  
ing the attention of the  
Post Office investigation officers  
in France and Britain. In this  
fresh mystery a ring valued at  
£3,000 is involved, and a reward of  
£300 has been offered by Messrs.  
Summers, Henderson, and Co., as-  
sessment, 48, Lime-street, E.C., for  
its recovery. The ring, an em-  
erald and diamond one, of rare  
pattern, was posted by a Paris  
jewellery firm on Feb. 4 to Mme.  
Mark Wolfe, of London, while she  
was staying at Monte Carlo. It  
did not arrive, and inquiries were  
begun.

Group Captain H. M. Cave-  
Browne-Cave, D.S.O., D.F.C., who  
led the Far East flight of the Royal  
Air Force successfully to Singa-  
pore, has special qualifications for  
this duty. He is an Old Alleynian,  
who went through a special course  
of marine engineering at the  
Royal Naval College, Greenwich,  
and reached the Royal Air Force  
via the Royal Naval Air Service.  
During the war he had consider-  
able experience in anti-submarine  
reconnaissance, and was then in  
command of the seaplane base,  
Malta, from 1918 to 1919. He won  
the D.S.O. for his active-service  
work at the old R.N.A.S. base at  
Dunkirk. Since the war he has  
been very closely associated with  
new developments as deputy direc-  
tor of design and then technical  
development, and he only relin-  
quished this responsible post on  
taking over the command of the  
Far East flight on its formation  
last May.

When Sir Hugh Clifford came  
back as the Governor of Ceylon it  
was expected, says the "Ceylon  
Observer," that, mellowed by time,  
he would be a great success. But  
to a man of his restless brilliance  
the present detached nature of this  
office appears to have been galling  
in the extreme. After a time he  
sent a despatch to the Secretary of  
the Colonies exposing what he al-  
leged to be working difficulties and  
dangers in the present Government  
machine. It was this famous  
despatch, still unpublished, which  
occasioned the sending of the  
Special Commission of Inquiry at  
once. But for this despatch there  
would have been no question of  
further changes in the administra-  
tive machinery till 1929. Sir  
Hugh Clifford's indictment called  
attention to the divorce of power  
from responsibility under the pre-  
sent system, and it is to this de-  
fect especially that the Ceylon  
Commission is expected to find a  
remedy. On his transfer to Malaya,  
Sir Hugh Clifford left with the  
assurance that he was going away  
not because he loved Malaya more  
but because he loved Malaya more.

An annual salary of £250 has been  
granted to the Newcastle Coroner  
in place of fees averaging about  
£600.

Dr. Annie Sydenham and Dr.  
W. V. M. Koch are appointed  
members of the local Midwives  
Board for three years each from  
April 5.

Mr. D. W. Tratman of the Cadet  
Service, who has occupied high  
positions in the Government, went  
on home leave to-day with Mrs.  
Tratman, sailing on the "Mongolia."

Four Chinese cases of notifiable  
disease were reported to the Medi-  
cal Officer of Health on Friday.  
From Kowloon there was a small-  
pox case and one of enteric fever  
(typhoid). From the city was one  
one diphtheria and one of cerebro-  
spinal fever.

Regulations made by the  
Governor in Council under the  
Dangerous Drugs Ordinance and  
the Watchmen Ordinance (which  
were both before the Legislative  
Council recently) are published in  
the current issue of the "Govern-  
ment Gazette."

The Registrar of the H. K.  
University will distribute the prizes  
of the Sacred Heart College fourth  
annual athletic sports to the suc-  
cessful competitors at 4 p.m. to-  
morrow at the Recreation ground,  
King's Park. Through the  
courtesy of the committee, the  
Chung Sing Benevolent Society's  
band will play selected pieces at  
the sports.



Dr. Richard Wettstein, prominent-  
ly mentioned as the next President  
of Austria. He is a distinguished  
botanist of the University of  
Vienna, a democrat and a scientist  
of world-wide repute. He is the  
leader of the movement for closer  
friendship between Germany and  
his country.

Mr. W. H. Trenchard Davis, for  
some years a resident of Hong  
Kong, and latterly of Shanghai, is  
returning home on the "Mongolia"  
which arrived yesterday and sails  
to-day.

While he acts as Deputy Re-  
gistrar of the Supreme Court, Mr.  
T. M. Hazlerigg, M.C. (Assistant  
Crown Solicitor) is to be a Com-  
missioner for Oaths, etc., the ap-  
pointment by Sir Henry Gollan  
(Chief Justice) being announced  
in the "Gazette."

Mr. J. G. Garraway, of the Hong  
Kong & Whampoa Dock Co., Ltd.,  
who has been a member of the  
Volunteer Reserves and chairman of  
the Dock Recreation Club, was  
presented with a cheque from his  
colleagues at a valedictory gather-  
ing on Saturday. With Mrs.  
Garraway, Mr. Garraway sails for  
home to-day on the "Mongolia," on  
retirement, after 22 years in Hong  
Kong.

The absence of women from the  
grand juries on the south-eastern  
circuit was commented on by Mr.  
Justice Shearman when he opened  
the Sussex Assizes at Lewes recent-  
ly. "In none of the towns in which  
I have travelled on this circuit,"  
he said, "have I found a single lady  
on the grand jury, although in most  
other places I have found the grand  
jury adorned by one or two charm-  
ing ladies. Why it should be so I  
do not know."

Among those leaving for home  
to-day on the "Mongolia" are  
Captain H. F. Bloxham (Assistant  
Superintendent of Prisons), Mr.  
H. G. Hegarty (Hong Kong &  
Shanghai Bank), Mr. and Mrs.  
E. C. Kerrison, Mr. V. C. Labrum,  
Dr. J. K. Millward, Mr. E. B. Reed  
(the C.S.C.C. and interpret cricketeer  
who played for one of the second-  
class counties when last on leave),  
Mr. D. O. Russell (Messrs. Loxley  
& Co.), Mr. and Mrs. F. B. Smith,  
Mr. and Mrs. G. Strange, Dr. A. J.  
Watson, Mr. A. W. White, Mr. and  
Mrs. B. A. Ramsey, Baroness  
Sadole, Mr. and Mrs. G. E.  
Strange and Mr. P. E. Knight.

Dublin Zoo is lamenting the  
loss of Pyrrhus, its baby elephant,  
who has died just before attending  
his second birthday. Pyrrhus, was  
the gift of a Dublin gentleman  
residing in the Malay States.

Mr. A. J. Agnew, London, for a  
great collection of China stamps in  
eighteen volumes, the arrangement  
of which was much admired, was  
awarded a gold medal at the great  
Monaco Exhibition just closed.

Passengers on the "Change"  
which sailed yesterday from Hong  
Kong for Manila and Australian  
ports included Mr. and Mrs. O. A.  
Smith, Mr. L. Gibbs, Mr. J. Smith,  
Mr. F. D. Angus, Mr. G. McMurdo,  
Mr. and Mrs. Wm. Clarke.

Dr. F. B. Baldwin, for some  
years medical director and Vice-  
President of the Asia Life Insur-  
ance Company, has returned to  
Shanghai after a year's absence in  
Europe and America, during which  
time he pursued medical studies in  
various hospitals and clinics, and he  
shortly will open offices in the  
North-China Building. Dr. Bald-  
win will resume his private practice,  
retaining his connection with the  
Asia Life in a consulting capacity.

Police protection of the Royal  
Mint, London, was withdrawn on  
April 1 and replaced by a guard of  
ex-Service men. For many years  
twelve uniformed policemen and a  
sergeant have done night and day  
watch at the Mint. From 6 p.m.  
to 8 a.m., armed with revolvers,  
they did special patrol in the scale  
rooms, machine rooms, and minting  
rooms, and allowed nobody,  
irrespective of standing or au-  
thority, to go beyond the iron gates  
during those hours. The new  
guard consists of fourteen ex-  
Service men and three former non-  
commissioned officers, chosen by the  
War Office and Ministry of Pen-  
sions. They are members of the  
"War Office Constabulary" of ex-  
Service men.

Air liners of five nationalities—  
British, French, Belgian, German,  
and Dutch—were compelled recent-  
ly by fog to make forced landings  
in the English Channel. In some  
parts early in the day the fog was  
as low as 150 ft. above sea level;  
but later in the afternoon the  
Channel was reported by the Air  
Ministry to be quite clear. An  
Imperial Airways liner from Paris  
to London was forced down at  
Abbeyville, while other machines  
in the same service landed at  
Ostend and Flushing. A Dutch  
aeroplane also landed at Ostend.  
At Lympne, Kent, a French Air  
Union machine descended, the pas-  
sengers being sent on to London  
by train. A German plane on the  
London-Amsterdam-Berlin service  
left Croydon, but returned two and  
a half hours later, having abandon-  
ed the trip. A Belgian machine  
landed near Boulogne.

Judgment was given by the First  
Division of the Edinburgh Court  
dismissing as irrelevant the action  
in which Lewis Coutts, a student,  
of Orchard-place, Aberdeen, claim-  
ed £5,500 damages from Professor  
Adolphus Jack, Professor of En-  
glish Literature at Aberdeen Uni-  
versity, for alleged slander, and for  
having been prohibited from at-  
tending the English Honours Class  
at the University. Plaintiff's  
case was that Professor Jack at a  
private meeting with him, had called  
him "mad, ignorant, and silly,"  
and that he had taken action which  
had wrecked his career. Professor  
Jack denied slandering Coutts or  
that any action taken by him had  
prejudiced his career. The Court  
upheld the Sheriff's judgment  
with regard to the alleged  
slander, but so far as the ques-  
tion of Coutts having been pro-  
hibited from attending the English  
Honours Class was concerned they  
remitted the case back to the  
Sheriff for proof.

Formed to maintain camaraderie  
and to serve the interests of Anglo-  
American community in the Prin-  
cipality, the M.C. Club, founded  
this year, entertained Prince Pierre  
of Monaco, Earl Jellicoe, and other  
guests at the Hotel de Paris. Sir  
Walter de Frece presided, and  
among others present were Lord  
Newborough, Sir William Yarworth  
Jones, the Mayor of Monaco, M.  
Rene Leon, General Sir Herbert  
Mansfield, the Hon. Sir Arthur  
Stanley, Sir Charles Cottier, Sir  
Herbert Walker, Sir Pomeroy Bur-  
ton, Sir Harry Samuel, Mr. Phillips  
Oppenheim, Sir Harry Livesey, and  
Mr. Douglas Sladen. Prince  
Pierre, who consented to become a  
patron of the club, said that if the  
sunshine of his country could help  
to cement the friendship between  
Monaco and the outer world he  
would be satisfied. Lord Jellicoe,  
referring to the suggestion that he  
had learnt his golf at sea, mention-  
ed in defence that day of doing  
one of the holes at Mont Agel. In  
two not too bad, the Admiral added  
humorously, for a week-end visitor  
who was sailing in a yacht.

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IN ONE**

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Important events have occurred in China, widely affecting  
the position of foreigners and foreign Powers. America and  
the Nationalist authorities have come to an understanding over  
the Nanking incident of March, 1927: Chinese have been  
appointed to serve on the Shanghai Municipal Council and the  
Council Committees. The French and the Nationalists in  
Hankow have smoothed over local differences. And, most  
important of all, the long lull in the North China war has ended.  
The trend of hostilities is closely followed in the "Overland  
China Mail," backed up with explanations and comment to  
facilitate comprehension by non-Chinese.

How Hong Kong spent Easter is described in the "Over-  
land." The friendly invasion of Japanese Naval men is  
recorded in the "Overland," together with the local news;  
sports articles, cables, etc.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going  
Home on leave this year? If you are, you will be surprised  
by the number of persons who will ask you about China and  
Hong Kong. You will be astonished at the number and type  
of silly questions put to you in all good faith. And you will  
have to admit reluctantly (if only to yourself) that you are  
not quite certain. Will you be believed, though? Keep in  
touch with Hong Kong and China by having the "Overland  
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By spending a little time while you are on holiday, you  
can keep yourself well informed if you have the "Overland."  
The articles which you will seek are written to help non-  
Chinese to understand. In any case, you will not regret, from  
your own point of view, being posted with the main develop-  
ments (reported in brief) while you are away.

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**"THE OVERLAND CHINA MAIL"**



# Sport Columns

## MACAO RACES:

### 14 HONG KONG PONIES CROSS OVER.

#### STEAMBOAT TIMES.

Fourteen ponies were sent over from Hong Kong yesterday for the Macao Race Club's seventh extra meeting to be held to-morrow at Areeia Preta.

There are eight events on the card. With record entries, an interesting meeting is assured.

Steamboat times are as follows:—From Hong Kong: "Taishan" leaves the Harbour Office wharf (i.e., the one for boats to Canton) at 8.30 a.m., arriving well in time for first race at 1.15 p.m.; "Sui An" leaves Wing Lok street at 9.30 a.m. From Macao: "Sui An" at 3.30 p.m., "Taishan" at 5.30 p.m. after the last race.

Excursion fares will be charged.

## EASY WINNER.

### PRINCE IN STIFF POINT-TO-POINT.

#### ST. DAVID'S DAY.

The Prince of Wales, riding his own horse Begomme, won another point-to-point race—his third victory within twelve months—at the Beaufort Hunt meeting at Hazleton, near Tetbury, Gloucester.

It was an appropriate St. David's Day triumph in the Welsh Guards race. The Prince rode as colonel of the regiment and as a member of the Quorn and Belvoir.

The Prince led all the way round the course, and his horse cleared most of the fences cleanly.

At the last fence, when he was some distance in front of Colonel Ross Price, on Queensgate, the Prince looked round, and his horse nearly stumbled as he cleared the hedge. The Prince however, quickly steadied Begomme, and, riding on at an easy gallop, passed the winning post amid the cheers of the crowd.

By this victory he won the challenge trophy presented by Captain W. A. Fox-Pitt.

In the enclosure before the race the Prince wore a check overcoat over a scarlet polo jersey and white riding breeches. The crowd cheered as he came out from the weighing-in tent in hunting kit, a dark blue coat with yellow facing and black tasselled cap.

#### A Splendid Hunter.

Begomme is a splendid light bay hunter with a white star on its forehead, and the Prince himself helped to saddle the horse.

The rain ceased just before the Prince's race. There were six starters, and two to one was offered against the Prince.

He started well and led the field at the first fence. Two riders fell. Heavy rain which fell through the night made the going heavy on the three and a half miles course by Hazleton Manor House.

The course was fairly difficult, with one or two stiff hedge jumps and a turf-topped stone fence which was expected to bring several riders to grief.

More rain fell during the morning and part of the course over ploughed fields became like a quagmire.

The original intention of the Prince was to arrive early in the morning and stay for the "Hunt Ball" at Sir Gerald Codrington's house at Doddington.

There was disappointment when it was learned that an important engagement had caused him to alter his plans and necessitated his return to town immediately after his race.

#### Two Previous Successes.

On April 7, 1927, the Prince finished first in the Adjacent Hunts Race at the South Downs meeting at Oxted. Riding his hunter, Cark Courtier, he won the Lord Manners Cup in the Grenadier Guards race at the Bicester and Warden Hill meeting near Buckingham on March 16.

## BROKE.

### CARPENTIER SEEKS U.S. FIGHT.

Paris, April 4. Georges Carpentier is hungry for dollars again. He's willing to fight if the purse is fat.

Since he has been dancing and doing his best to sing in the music halls of Paris, he has been all but forgotten in the Queensbury realm.

Often he has been quoted as having retired but now, as the box office receipts are getting low, Georges longs for a fight in America.

"If I put on the gloves again," he is quoted as saying in his latest

## LAWN TENNIS.

### ANNUAL TOURNAMENT AT H.K.C.C.

#### HONDA'S EASY VICTORY.

Three interesting games were played yesterday in the open singles championship of the Hong Kong Cricket Club lawn tennis tournament.

Much was expected of T. Isomura, ex-champion of Formosa, who had beaten H. D. Rumjahn. He failed to make an impression on T. Honda (an ex-local champion) who won in straight sets and entered the semi-final.

Another semi-finalist is E. C. Fincher who beat S. E. Green (an ex-champion) in the third round. In the fourth round yesterday, he defeated H. Yoshida in four sets.

Major W. B. Stevenson, in the third round, defeated the Very Rev. A. Swann in straight sets.

Yesterday's scores:—

#### Open Singles.

4th round:—T. Honda beat T. Isomura 6-3, 6-2, 6-0; E. C. Fincher beat H. Yoshida 4-6, 6-3, 6-3, 7-5.

3rd round:—Major W. B. Stevenson beat Very Rev. A. Swann 6-1, 8-4, 6-3.

#### Handicap Singles "A".

Capt. E. H. Jacobs-Larsson (rec. 4/6) beat G. F. H. Richard (rec. 2/6) 6-4, 8-6.

#### Handicap Doubles.

A. D. Humphreys and G. R. Sayer (owe 15/1) beat H. V. Parker and Q. J. Shannon (rec. 5/6) 8-6, 8-6.

## RENE LACOSTE.

### "I HAVE HAD A BAD TIME."

#### HEART TROUBLE REPORT.

Paris, March 7. I talked to René Lacoste, the French lawn tennis champion, over the telephone to-day regarding reports about his illness. He is still in bed.

"I did have a bad time for a while," he added, "but am much better now. Don't worry, I'll be on the courts within a month."

Lacoste added that he would be unable to play in the Paris-London match on March 9-11, as he was too weak—International News Service. A British United Press Paris telegram says that Lacoste "is reported to be suffering from angina pectoris."

[Angina pectoris is a painful and serious disease, usually associated with organic change in the heart or great blood vessels. It manifests itself in a sense of tightening of the lower part of the chest.]

Lawn tennis followers all over the world will read with concern this report as to the nature of Lacoste's complaint.

Lacoste, still only 22, has strong claims to being regarded as the world's best player.

He won the men's single championship at Wimbledon in 1925, did not compete in 1926, and was beaten by his fellow-countryman Jean Borotra last year. He was American champion in 1926, and again last season, when in "straight sets" in the final he beat W. T. Tilden for the fourth time in his career.

The French championship fell to him in 1925 and 1927.

He has at one time or another beaten every player of the world's first half-dozen.

#### Restricted Plans.

There have been rumours of his intention for business reasons to retire from big tennis. This year his plans are restricted to the French national championships, Wimbledon and the Davis Cup games.

Lacoste's "arrival" as a champion was wonderful in its swiftness. He was boy champion of France at 16. The following year, while still not 17, he beat H. Roper Barrett in the world's hard courts championships at Brussels. At 19 he was a Wimbledon finalist; at 20 he wrestled the title from Borotra.

conversation, "and I certainly will, it will not be to go after Bouquillon or anyone like that. I'll go to America where I'll find men worth meeting and promoters who will give me ten times what I would get here."

That, of course, makes no hit with the French and handsome Georges is in rather bad.

Also, he adds, he isn't after any title. His championship hopes just about ended when Dempsey

## OLYMPIC GAMES.

### SERIES OF ARTICLES BY FRED W. PARKER.

#### HOW THEY STARTED.

Following is the first of a series of articles by Fred W. Parker on the Olympic Games.

With the Amsterdam revival of the Olympic Games comparatively close upon us it may be interesting to trace the history of these world-thrilling contests to their source, to follow them, so far as a series of brief sketches will permit, to the present day, and also to touch lightly on some of the arresting personalities who have left an indelible mark on the pages of "Olympic" competition.

The actual origin of the Olympic Games is lost in the mists of mythology. It is not always practicable to say exactly where history ends and mythology begins, but there is irrefutable record that the Games were held as far back as B.C. 800, and probably much earlier than that, so we may safely assume them to have been in actual existence fully three thousand years ago.

Then, as now, they were held every fourth year. The games were held in honour of the Greek deity Zeus. They lasted five days, and invariably commenced on the day of the first full moon after the longest day of the year. And that same rule is observed, in effect, to the present time.

#### The First "World Beater."

The Greek Zeus and the Roman Jupiter were one and the same! Even the immortal gods had their allies. Having routed the Titans, conquered the whole world, and established himself on the cloud-capped summit of Mount Olympus as "king of the heavens," Jupiter displayed his fraternal affection by assigning, as younger brothers' portions, the monarchy of the nether regions to Pluto (alias Hades), and bestowing on brother Neptune (Poseidon) that of the oceans.

Claims that Zeus himself initiated the Games under the shadow of Mount Olympus may be dismissed for want of supporting evidence. Corroboration is rather too definite an expression to apply to the tradition that credits Zeus' sons, Castor, Pollux, and Telemachus, with being the very earliest of all Olympic champions.

Castor was boss horseman and charioteer, and his twin brother, Pollux, the first holder of a Lonsdale Belt—or its equivalent. There was no glove tapping in those days. The regulation mitten was the cestus; and the derivation of that word, literally, "to cut, kill," suggests that contests rarely went the full twenty rounds.

#### Pensioned for Life.

Zeus (or Jupiter) is usually depicted throned in cloudland and threatening mortal man with a fistful of forked lightning held aloft in his right hand; hence, possibly, the javelin idea. He also wore a large wreath of olive or myrtle.

The world-beater's guerdon, handed out to Olympic winners from time immemorial, was accepted as a sign that Zeus had conferred "immortality" on the recipient. What was more to the point is that it became customary for the chief winners to be promptly pensioned for life by their grateful fellow-citizens, townsmen, or villagers, as the case might be.

The larger the city the bigger the pension. No doubt the wily villager who ran a good trial "on the watch" took care to migrate to a more populous centre before posting his entry. But it is to be hoped the "broken time" advocates will not quote the pension-for-life scheme as a precedent.

The First Marathon. With the exception that chariot-racing was a big feature in the Olympic Games of bygone days, events are very much the same as they were more than 2,000 years ago. The Pentathlon then consisted

of a foot-race, discus, javelin, long jump, and wrestling, while at Stockholm the one alteration was the substitution of a second foot race for the wrestling.

Clearly the classic Marathon race could not have come into existence until the Games had been in being for a few hundred years. It commemorates the Grecian victory over the Persian invaders B.C. 490, when 10,000 Greeks defeated and drove into the sea a Persian host of some 80,000.

In the amazing battle the victors lost fewer than 200 men, and the news was carried to Athens, hot-foot, by one Pheidippides, who fell dead after gasping out the glad tidings.

The Marathon races of to-day are over the precise distance covered by Pheidippides, and probably Olympic races in olden times were run from Marathon to Athens, but records merely refer to these as the "long" race.

One Ladus of Laconia was the victor in this long race, and his

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## DO YOU KNOW?

### Answers to To-day's Questions.

1. Huns were powerful Mongolian state in 2nd century B.C.

2. If it is an island near Marseilles, site of a famous fortress.

3. About three-fifths of total area of India is British territory.

4. Mainland is name of principal island of the Shetland group.

5. Valley of the Loire is known as the Garden of France.

6. First life insurance policy in England was issued 1583.

tory tells us he expired on receiving the winner's wreath of laurel, without saying "Thanks!" He was truly laconic to the last.

The Games were abolished A.D. 394, and the ancient stadium with its tiers of marble terraces became buried in the course of long centuries. A little more than 50 years ago a party of German archaeologists excavated the site, and disclosed the stadium with its adjacent chariot racing track and wrestling ground.

## THE VETERANS.

### 2 INTERNATIONAL GAMES IN 3 DAYS.

Veterans of sport still recall how in the early part of 1886 two International Association matches were played by British teams in three days, on a Saturday and the following Monday.

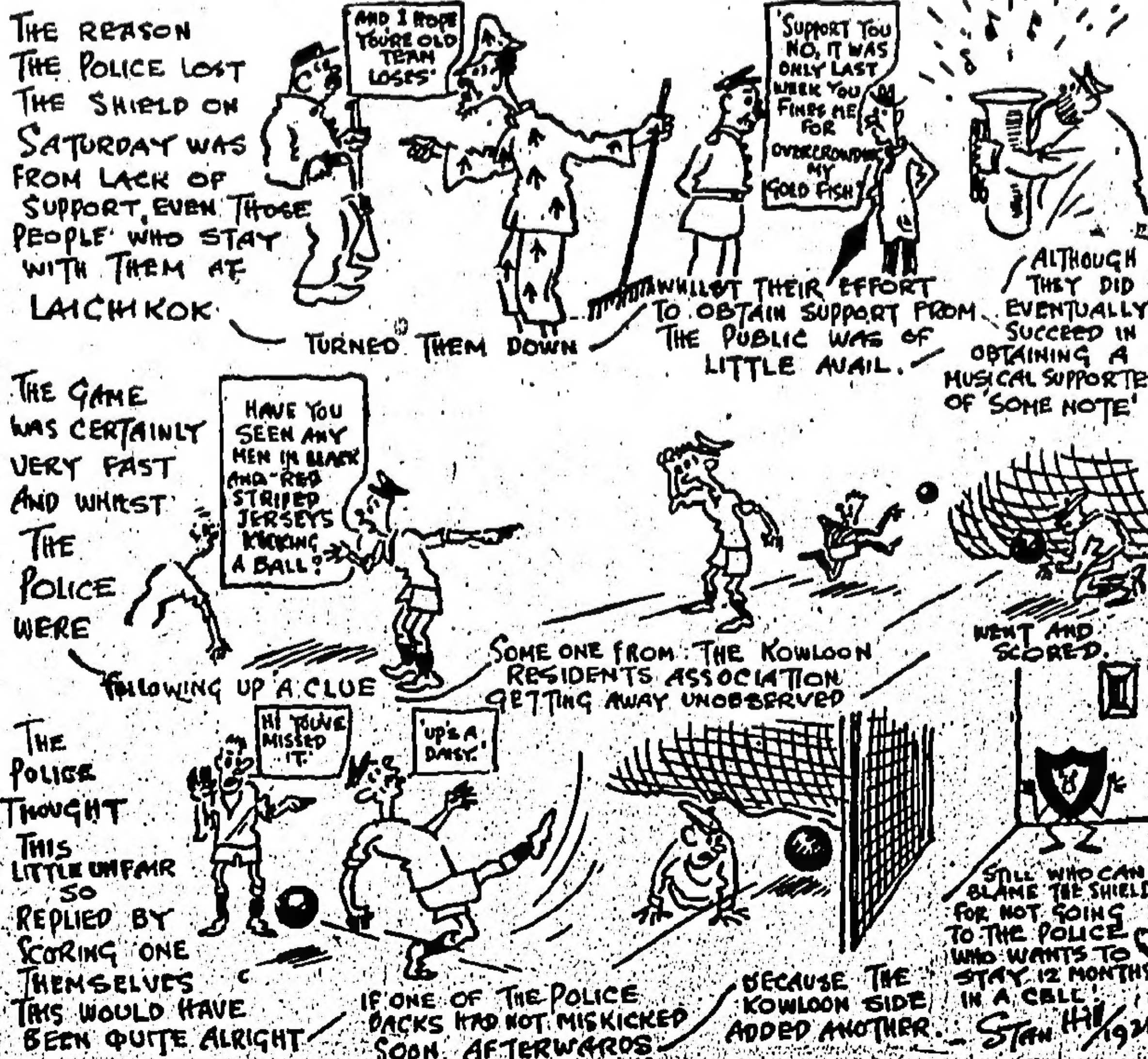
These games were against Scotland, at Glasgow (drawn) and Wales, at Wrexham (won). No fewer than nine men played in both matches. These were: J. Arthur, P. M. Walters, J. Forrest, N. C. Bailey, R. T. Squire, T. Lindley, G. Brann, E. C. Cambridge, W. N. Cobbold.

These were the days of amateur eleven, most of the members belonging to the Corinthians or other well-known clubs. Mr. Cambridge is the present secretary of the Corinthians; Mr. Brann, famous also as a cricketer, is secretary of the Home Park Golf Club.

## POLO AT CRYSTAL PALACE.

Polo is returning to the Crystal Palace after twenty-two years. In 1906 the proprietary club there ceased to exist. Its special feature was the provision of a stud of school ponies for hiring by members, which was much appreciated by overseas players and officers on leave. It is to be hoped that the new club will revive this convenience, and it would be good for the game were the old-established London clubs to do the same. Colonel G. D. Miller, of Roehampton, is arranging for beginners a course of polo lectures free of charge, and arranging a school and practice ground where they can teach their ponies and improve their horsemanship.

## THE SHIELD FINAL.



### Why Kowloon Beat The Police.



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### WHICH QUENCHES

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No matter what the weather may be the children of this house of the future, may play in an atmosphere permeated with ozone.

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Movable Flower Beds.

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Work-saving appliances and space-saving devices are legion. The kitchen is ultra modern and full of new and revolutionary ideas. Heating and the service of food will be automatic, and there will be no washing up, as plates and cups are of carton and must be destroyed after use. There is a flat roof garden under vita glass and the beds resemble bunks.

The colour schemes of the apartments are changeable at will by means of multi-coloured masked lamps. In the main living room, there is a radio receiver and transmitter. There is also an electric typewriter, telenewsprint, automatic secretary, and an instrument conveying the idea of television.

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GREAT LITERARY CRITIC'S  
LAST BOOK.

POLITICAL PORTRAITS.

In the "China Mail," a few days ago, we published a Ruter's telegram announcing the death of Mr. E. T. Raymond, Editor of the London "Evening Standard," better known as E. T. Raymond, author of "Uncensored Celebrities," "All and Sunday," "Portraits of the Nineties," and other works. A copy of the "Evening Standard" has the following written by Mr. Edward Shanks on E. T. Raymond's latest (and last) publication:—

In introducing a previous volume Mr. Raymond said "What men thought and did in the Nineties—still more what they neglected to do and forgot to think—is still powerful to-day." That was only seven years ago. His subject now falls into line by something a little more urgent than the virtue of mere chronology. If the 'Nineties were important in 1921, the first decade of this century is still more important to-day. We are approaching the crisis of the drama, and the action moves with increasing rapidity. The 'Nineties set the general lines of the play, the First Decade was on the stage when the curtain went up on the last act.

### Studies of Ten Years.

This business of contemporary, or nearly contemporary, history is not an easy one to carry on. The historian's judgments are liable to miscarry in two ways. One of these is probably inevitable. If he could perceive finally and fully the consequences of an event which took place fifteen or twenty years before he set pen to paper, his place would not be at the writing-table, but on the throne of such an empire as the world has not yet seen. The other cannot be inevitable, because Mr. Raymond has, with almost invariable success, avoided it. He does not lose his sense of proportion in dealing with contemporary reputations. He cannot always obtain the historian's privilege of being wise after the event, but he does practise the historian's virtue of detachment.

This is a picture of what England was like during a period of ten years. Mr. Raymond suggests the pictorial comparison in his opening sentence: "The figure of King Edward VII., debonair and dignified, dominates the first ten years of the century. It stands out from the background much as a jolly Burgomaster does on a Hals canvas." He chooses his starting point with the tact necessary in a man who attempts a various and intricate composition, and, having chosen it, he groups round it all that he has to bring forward. In the result, one is left with two definite impressions, or, rather, with an impression and a set of impressions. The first is of the group, its arrangement, and its corporate character. The second is of a number of individuals, each of whom, after we have taken in the whole, we can study by himself. Not all of these portraits are of equal merit, but not one fails to be a portrait or becomes too much of a portrait for its place in the group.

### King Edward.

Mr. Raymond puts King Edward in the foreground, if by no other means, than at any rate by writing about him better than he has ever written about anyone before. He will not accept the view of "the Liberal intelligentsia" of the King as "psychologically attuned to his status as head of a crowned republic":—

"So we have the vision of a plain, homely sort of man, longing to be natural, panting for the lawless freedom of the bowler hat, hungry for the wild irresponsibility of life at Muswell Hill, but content; for the sake of his people, to play his part as legal fiction with conscientious thoroughness, though the servitude of it galled and wearied."

A touching picture, and, one would make bold to say, a wholly false one. One imagines—it is impossible to go further—that these islands never contained a human being more completely satisfied with his position than Edward VII. as king. He might be a plain man at bottom; he might have an occasional yearning for a plain life. But nobody could see him for three seconds, engaged in the business of a king, without feeling how thoroughly he enjoyed it. It was his trade, and he relished the trade, even in its smallest details. Some details may have bored him, as other men are bored, at one time if not at another, by a business they love but which they find it difficult to escape. But who shall say what bored him, and when? Before we answer let us recall Johnson's story of the retired tallow-chandler who begged to be allowed to visit the factory—on melting days.

In this passage it is possible to discern some of Mr. Raymond's qualities. In the whole study from which it is taken it is possible to see how his power of grouping is, so to speak, a function of his power of being interested. He is profoundly interested both in Edward's personality and in the part he played during his reign, and this interest brings the King to where he should be, the very front of the stage. There are others who are, in the workings of the same process, relegated to the background, and, if we can grasp how this process works selectively, involuntarily, no doubt, but still with true effect, we shall begin to understand something of Mr. Raymond's fitness for the business of contemporary history.

### Never Wholly Serious.

It is his method never to be wholly serious about anyone, but, when he comes to such men as are not capable, on occasion, of being themselves wholly serious, he then, though he avoids being boring, cannot help allowing it to be seen that he is a little bored. His final verdict on George Wyndham, for example, is expressed not so well, perhaps, by anything he explicitly says as by the fact that here he says nothing on the level of his best. Wyndham had, fundamentally, no serious intentions, and he recedes among the less vivid figures of the background.

Mr. Raymond's best level, in this connection, can be illustrated by a few sentences. Of the late Mr. H. W. Massingham: "His charity began abroad and his patience ended at home." Of some very different persons: "That squealing, kicking, railing loyalty that kept the Cecils within the fold." Of Lord Fisher: "Being himself a patriotic Radical, he could think of other Radicals as possible patriots. Which flattered them immensely, accustomed as they were to very different treatment, and made them often forget in sheer exhilaration their election pledges of retrenchment." Of Lord Balfour, during the Tariff Reform controversy: "That he simply played with Chamberlain, as an angler might play with a fish hardly less strong than himself and very much stronger than his tackle, until the fish tired out—the exhausted angler fell in shortly afterwards—is certain."

### Instinct and Skill.

This parade of epigrams is not meant to suggest that Mr. Raymond is merely a brilliant phrase-maker. His good things are the high lights which the skill or the instinct of the artist puts in the proper places. They may, and should, be appreciated for themselves. But, ultimately, they are part of the brushwork of a painter engaged in executing an historical canvas. The effect of the painting depends on instinct as much as on skill, on Mr. Raymond's tendency to be interested or bored. But what it ex-

(Continued at foot of next Column.)

## CRICKET GOSSIP.

UNCONVENTIONAL SET OF DECISIONS.

PERSONALITIES.

Mr. F. S. Ashley-Cooper is profoundly versed in the history of cricket, and "Cricket Highways and Byways" contains some fine miscellaneous feeding. This game has had but a slight appeal to other races than the British, but wherever the latter have gone they have taken it with them. The first record of an overseas match is in 1876, when members of the Royal Navy played "Cricket" at Aleppo. In 1822 the crews of H.M. ships *Fury* and *Hecla* met at Igloolik in the Arctic circle. In those latitudes the question of time presented no difficulties. They could have played at midnight had they chosen.

In various Continental cities the British communities have established cricket clubs, some of which have had quite a long life. The matches were attended by the public, but while they enjoyed the spectacle, the finer points of the game seem to have been lost on them. We quote a description written in all seriousness by a Frenchman. "The batter, who has a flat club, makes the strokes—the on-drive, the off-drive, the back cut, the upper-cut, the leg-pull, and the left-hook, of a skill incredible. The crowd cries 'Bravo!' like M. le Professeur Hall at the opera. But, alas! The batter misses the ball; the wicket is knocked down. One cries 'How out?' and the umpire nods the head. Thereupon the batter retires and they place upon the board his score and the letters 'b w.' The writer observes that the game is very dangerous and that for his part, he would prefer to exercise himself with diabolos or dominoes. There is a noteworthy exception to the rule that it is the British who in general are addicted to cricket. The game used to be immensely popular in Samoa. Matches were played in which each side consisted of the whole populations of the contending villages, and which lasted for weeks. Such was the devotion to this sport that work was neglected and in 1890 King Mafetia prohibited cricket by Royal proclamation.

Mr. Ashley Cooper has much to say about cricket personalities of the past. He has no hesitation in declaring that Trumper is the greatest batsman that Australia has ever produced. Supremacy with the ball he awards to Spofforth. We hear complaints at the slow scoring of the present generation of batsmen, but their predecessors sometimes showed an even more marked disposition to let the grass grow under their feet. Captain P. H. Mundy once at Lord's made six runs in four hours. There is a story of an old umpire "character" who was summoned to the Oval from Lord's where a match was in progress. He was asked how things were going at Lord's. He replied "Oh, capitally. Lord C—and Mr.—as been in for 'arf an hour. And gets no runs, but just as I left the ground his lordship kicked a beautiful leg bye! And here is an instance of an unconventional set of decisions by a county umpire who called "No ball," as the bowler stepped over the crease. "Wide," he added as the ball appeared to be so. But the batsman reached out and struck the ball. "Well hit!" shouted the umpire, and "Well caught!" as a fieldman brought off the catch. "Hout!" Hout!" and he strolled meditatively towards square leg. (Allen and Unwin; price 18/.)

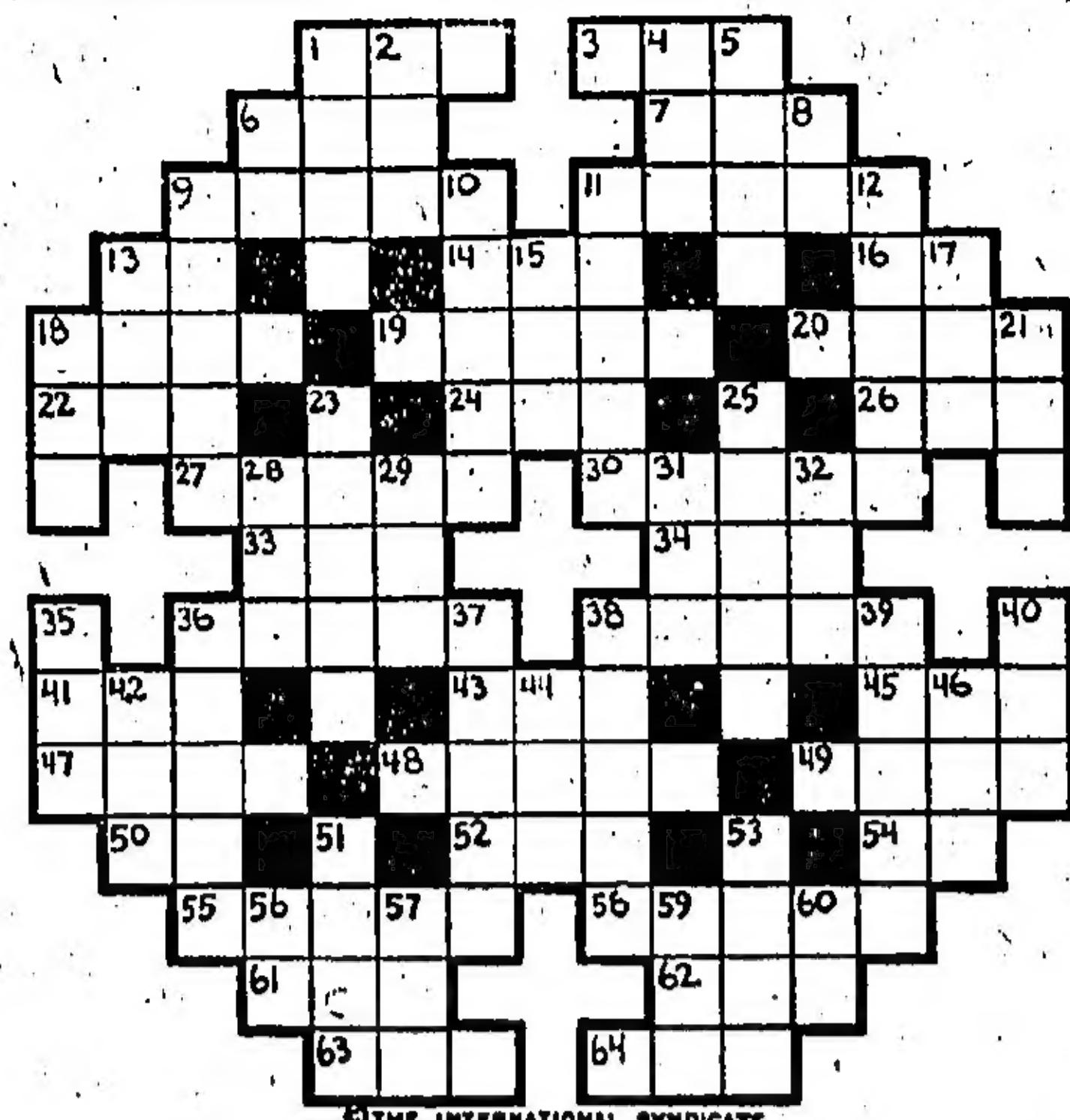
A new story by Mr. Gilbert Frankau, "So Much Good," will appear soon with the Hutchinsons.

Another story called "Claire Ambler" may shortly be expected from Mr. Booth Tarkington, who first attracted English readers with "Monsieur Beaucaire."

"Portraits of the New Century." By E. T. Raymond. Benn, 12s. 6d.

## DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

### HORIZONTAL

1-Ghy  
2-Biblical character afflicted with sores  
3-Pronoun  
7-A small tumor  
9-The end of everything  
11-To entice  
13-In this manner  
14-Possessive pronoun  
15-Part of verb "to be"  
18-A title  
19-The breast  
20-A prolonged clanging sound  
22-Three (prefix)  
24-Vitality  
26-An alkali  
27-Masticates  
30-Remain upon the feet  
33-A period of time  
34-Color  
36-Brittle  
38-Leases  
41-Daughters of the American Revolution (abbr.)  
43-Frozen water

### HORIZONTAL (Cont.)

45-Garden implement  
47-Musical instrument  
48-Large wooden hammer (pl.)  
49-A long pointed tooth  
50-A printer's measure  
52-National Education Association (abbr.)  
54-Pronoun  
55-Musical instrument  
58-A rustic  
61-Alex  
62-False hair  
63-Secondary  
64-Aged

### VERTICAL (Cont.)

15-To employ  
17-Speak  
18-An eye infection  
21-A limb  
22-Danger  
25-To linger about  
28-Pronoun  
29-Part of verb "to be"  
31-An article  
32-An openwork fabric  
35-Find the sum of  
36-Small particle of bread  
37-Musical instrument  
38-Certain type of race  
39-Covering for the shoulders  
40-Wooden pin  
42-Part of verb "to be"  
44-Long braid of hair  
46-A unit  
51-A pretender  
53-To alide  
56-Preposition  
57-Happiness  
58-A bird  
60-For example (Latin-abbr.)

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES  
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

### YESTERDAY'S SOLUTION.



### ZOLA'S LETTERS.

M. HERRIOT DECIDES FOR PUBLICATION.

Zola's letters to the Goncourt brothers are to be published. M. Herriot, Minister of Public Instruction, announced this decision recently.

The letters, together with the Journal of the Goncourts, are kept in the Bibliothèque Nationale. A Ministerial decree forbade the publication of the Journal. The ten members of the Academy Goncourt—among them Leon Daudet, the exiled Royalist leader—own the Journal. They refused the Zola family access to the correspondence on the grounds that, like the Journal, it contained scandalous references.

M. Herriot, however, was assured by M. Poincaré, as judicial adviser to the Academy Goncourt, that the letters were not its property.

### A FRENCH BOY IN ENGLAND.

Maurice de Pange was a French boy of a well-known family, who, at the age of 12, was sent by his parents first to a preparatory school at Folkestone and then to Westminster. He died last year of meningitis, at the age of 16, and now a series of letters which he wrote home to France is to be published by the Bedley Head. "Maurice's letters," we hear of them, "are those of an unusually intelligent French boy commenting, often in native and amusing language, on his English experiences, and giving a picture of English school life, as seen through his eyes." "The English School Days of a French Boy," which is the title, are printed just as they were written.

### FOR SALE.

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Commemorative  
Stamps  
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AN' FURTHERMORE—MAGGIE—YOU SHOULD  
REALIZE I'VE HAD TO WORK HARD ALL MY  
LIFE—YOU SHOULD TRY TO ECONOMIZE—  
I'M NOT GETTIN' YOUNGER—YOU KNOW—  
I WANT TO HAVE A NEST EGG—FOR ME  
OLD AGE—SO DON'T LET'S THROW OUR  
MONEY AWAY.



WELL! I GUESS  
THAT STARTED  
MAGGIE TO  
THINKIN'—



OH! I DIDN'T WANT TO  
MAKE HER CRY—I WOULDN'T  
BREAK HER HEART FOR  
THE WORLD—



?



ONE—TWO—ONE—  
TWO—THREE—  
FOUR—ONE  
TWO—





## LONDON BY NIGHT.

## FLIGHT OF DERELICTS OF ALL CLASSES.

## CONCEALED TO THE LAST.

I know of no more terrible sight (writes Mr. F. A. Mackenzie in the "Daily News and Westminster Gazette") than the nightly gathering of homeless women to secure a bed at one of the cheap London common lodging-houses or shelter.

The wife of a great statesman went unannounced a few weeks ago to see them. Leaving her car in the main road, she walked quietly down the back street, shadowed by a private detective.

"I had no idea that such a thing could be," she said at last, in broken voice. Very few have!

Look at them! They are nearly all middle-aged or old, some very old. Their dress is varied enough, but monotonously shabby and worn. Some have very little clothing.

This woman, for instance, is trying to hide the fact that her entire garment is a thin skirt and an old jacket, with nothing underneath, no stockings and a very much torn pair of boots.

Many of them are dirty, verminous, repulsive, most make some attempt to keep clean and tidy.

This old woman is a scavenger, and has little bundles tied around her. But she has come to exchange words with another, not to stay. She refuses to live in a house, and sleeps out every night that she can. She has her own favourite arched way. Another old woman long shared the arched way with her, but the winter cold killed her.

## A University Woman.

There is another of quite a different type whom you will not see here to-night. Her low voice, even now, that of a cultured and refined gentlewoman, and she is a graduate of a great university. Recently a chance visitor—woman on kindly purposes bent—heard her name, one well known in Yorkshire. She gazed at her, and recognised her. "How you resemble my friend Mrs. —" said the visitor. "You must be her sister!"

The woman went rigid. "Don't tell my sister that you ever saw me," she said in a low tone, in which agony, panic, and pride mingled. "For God's sake don't tell her!" She disappeared that night—probably to some other slum quarter of London.

There are quite a number of these one-time gentlewomen who have hidden themselves in the refuge and common lodging-house. In some cases they have fallen to the gutter because of drugs or violent temper. Drink is not often the reason in my experience. But more generally it is just misfortune, a dishonest solicitor, a bad investment, or the like.

## When the Crash Came.

When trouble came and their little all went, they preferred to keep themselves to themselves. Old treasures, thought to be worth much, were brought out to be sacrificed, and were found to be worth nothing. The furnished room could not be kept on. There was nothing but the shelter.

Here is the woman whose husband earned much and spent much, died early and left her nothing but debts. She was not able to stand the strain, so here she came.

If you read this have sister or woman friend in London who is hiding her traces, and making mystery of her whereabouts, look if she may not be one of these.

Here are old women of the streets, too old for their hideous calling. They are the worst looking, and often the worst tempered of all. See this hard-faced madam. It takes some imagination to picture her as she was a few years ago. Some of these are the most difficult cases to handle.

**Broken Marriages.** The majority, of course, have much more prosaic tales. Many are derelict wives. Their husbands have gone and left them and they are unable to obtain maintenance.

"It's one thing to get the order, another to handle the cash," as one disillusioned woman put it.

Some have found marriage a very disastrous experience. "Her friends tell me that five years ago she was one of the brightest and most cheerful girls in London," said an experienced worker, pointing out one of the most downcast and ill-futured of all. "Her husband was a brute. Her heart he smashed her, ruined her health, and then left her."

Here is a woman, one of many, who has been obliged to separate from her husband because of long lack of employment. Their home was sold up, he has gone off in one direction, and she in another. She still dreams and talks of the days when she will have her own home again.

## Pride.

Sometimes this dream comes true. Only last week good fortune struck an old woman who had been there some years. The news she set up a room of her own again. She was so excited she

could hardly sit still for a moment before her departure. For the worst home is better than the best shelter.

There is a great difference between women and men derelicts. The men make a show of their poverty and use it as an asset. The women mostly try to conceal it, even from one another.

A woman will sell her very underclothing for food and not by a whisper reveal the fact that she is near starvation. She will keep away from her friends who would help her, talk quietly of resources that exist only in her imagination, and do anything to keep up appearances.

I know that there are some who greedily and unashamedly grasp all they can. But they are the exceptions. Pride is often enough the derelict woman's sole inheritance that remains. When that goes, Heaven help her.

What do these women do for a living? An eminent organiser of philanthropy assured me recently that there was really little reason to trouble oneself about homeless women. "They can always get a job if they are willing to work—charring, domestic service or the like," said he.

That good man lives in West London. "I wish he would come here," said the head of one big East End shelter. "We would teach him better."

After a woman has passed middle age she finds the utmost difficulty in getting anything but casual tasks even, as the humblest servant, save in very poor homes. Some sell matches, some clean steps, some earn their week-end keep by lighting fires and doing simple services for Orthodox Jews on their Sabbath. Some are dish-washers in coffee houses, some



The Los Angeles, largest dirigible of the U. S. Navy, making a successful landing on the deck of the U. S. S. Saratoga, the newest addition to the Navy airplane-carrying fleet. The test was conducted to determine the feasibility of landing lighter than air crafts on the decks of boats at sea.

get occasional jobs charring in the houses of the poor. They count 2s. a fair day's earnings, and 3s. a good day's.

**Sweater's Victims.** They are sweathed to the utmost at every opportunity by people a little better off than themselves. Men and women come to the shelters offering employment on such absurd terms that the warden's commandants, or whatever the heads may be called, often show them the door.

Then the sweaters wait outside for the women to leave in the morning, waylaying them with their offers. Foreign Jews are the worst offenders.

They think 1s. a day good pay for 12 hours' scrubbing, and sometimes they put the clock back an hour in the afternoon to make the day longer.

The first time that I studied the lives of these destitute women a sense of despair came over me. "What can they do?" I asked myself. "Surely the happiest thing is that, after a few years of this life, most of them die."

## Courage.

Better knowledge taught me that there is hope even here. Dr. Menzies, the Medical Officer of the L.C.C. struck a true note in his last report, when, after dwelling on their pitiable lot, he said: "Their stories vary from a life-long record of honest toil and blameless behaviour to the opposite extreme of crime and folly, but they are all marked alike by a plucky determination to keep their independence, to avoid the Poor Law, and to earn what little they can as long as they can."

Sometimes charity does harm. But surely, in the case of these elderly and lonely women, charity can do nothing but good. Their need is urgent enough. Every shelter eagerly welcomes old clothes, and other aid, and makes good use of all.

Efforts have been begun to invent better employment for them—some task of kindlier nature—but without success.

After sending £11 for the police to distribute to her friends, Mrs. Mary Anne Delphion, of Bridlington, hanged herself.

## SIR HARRY POLAND.

## DEATH OF FATHER OF THE BAR.

## TREASURY "SLEUTH-HOUND."

Sir Harry Poland, whose death is announced, was known as "the sleuth-hound of the Treasury." He looked the part—at least when I saw him many years before the end of his long life. He was of middle height. The frame was slight; the face was thin and narrow, and the thinness and narrowness were brought into relief by a lean, protuberant, beaky nose; the eyes were cold, vigilant, but rather colourless; altogether there was the sleuth-hound suggestion in both face and figure. His movements were alert and rapid, as though of a man who was pursuing his prey. The expression always seemed preternaturally cold and impassive.

He was born in London in 1829, and educated at St. Paul's School—now removed to Hammersmith. Apparently he came from a comfortable family; for though he was reticent about his early years, he did now and then show some old paintings, which were heirlooms in his possession. His father was Mr. Peter Poland, a London merchant. He entered for the Bar in 1848—the year in which I was born—three years afterwards he was called by the Inner Temple.

The case which decided young Poland's career and gave him his first success was that in which Sir John. Denn Paul, a banker as eminent for his ostentatious piety as for his high financial position, was convicted of fraud. It was a complicated and a hard-fought case, for Paul had command of rare resources and many friends, and

Poland was also in the case of the Stauntons, two brothers, one of whom was married to a semi-illiterate woman with a little money. They all lived at Penge. The woman died, and it was charged against the Stauntons and Alice Rhodes, who was the mistress of the married Staunton, whose wife's death was under investigation, that they had contributed to the woman's death by semi-starving and neglecting the unfortunate creature. Sir Henry Hawkins was the judge, and Sir Edward Clarke, then a young lawyer growing into fame, was the chief counsel for the prisoners. The judge charged strongly against the prisoners, they were all convicted, and all sentenced by him to death. The sentences were not carried out, and Alice Rhodes was released very shortly afterwards.

Sir Henry Poland had a wealth of good stories and interesting reminiscences. About Vice-Chancellor Bacon he once said: "Ah! There is this story about him. A disappointed litigant threw an egg at Vice-Chancellor Malins and missed him. 'There is some mistake here,' said Malins. 'That must have been intended for my brother Bacon.'"

Discussing the curious fact that sometimes the smallest degree of force will cause death while the greatest violence will not, Sir Harry remarked:

That is so. Quite right. I remember prosecuting for murder, at the Glamorganshire Assizes, a man who had simply pushed an assailant away with his finger, but thereby had broken a membrane under the eye and caused meningitis and death. He was not convicted. The jury stopped the case, and he was acquitted. In another case I was in a man took an axe and cut the top of his wife's head clean off and she appeared to give evidence against him—with a silver top to her head.

**A Confirmed Bachelor.** Poland gave up practice at the Bar after forty-four years' activity. He was Recorder of Dover from 1874 to 1901, and received the honorary freedom of that town. For some years he was an alderman of the London County Council. For the rest of his days he was to be seen at the quiet seaside resorts where retired men find health and solace. He was active, however, and was a frequent correspondent to the newspapers on subjects which excited his interest; his memory, especially for detail, remained marvellous to the end. He never married; it is worth while recording his judgment on the comparative merits of celibacy and marriage: "I have worked hard and lived plainly. Carefulness has prevented me from knowing the pinch of want, and—thank heaven—I am a confirmed bachelor... If I had married I might have been bothered by children, and perhaps even disgraced by them. As far as I can see, married life is so much worry. I am sure if I had married I should have been dead long since."

Such was Sir Harry Poland—a queer, dry spirit, with perfect faith in the law, no sympathy with crime or criminals; ready to be an almost automatic, ruthless, but fair agent in driving the machinery that brings men and women to the gall or the scaffold; haunted by no ghosts of regrets or of self-doubtings; in short, the "sleuth-hound of the Treasury."—T.P. O'Connor in "Daily Telegraph."

The City Council of Wellington (N.Z.), on which Labour members are in a majority, has adopted a resolution in favour of the removal of guns and other war trophies from public spaces. The Council voted against the resolution.

## The Penge Mystery.

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## MARRIAGE SCHOOL.

## DIANA BOURBON SPEAKS HER MIND.

## AMERICA ALARMED.

America, growing alarmed over the conspicuous inefficiency of mere love in making a success of modern marriage, threatens us with a new matrimonial hurdle—a sort of post-graduate, but ante-nuptial, university course in All Branches of Matrimony, from choosing a wife or husband according to the scientific character-training of the small modern family. Crises and danger points will all be met and foiled by well-tried formula adapted to every emergency. It sounds rather appalling!

Apparently America believes that University training and some blackboard maxims can accomplish more than loving kindness, and the tolerance that comes only with much experience. Or perhaps "companionate marriage" is to be included in the curricula, and will provide even that last test of fitness. It would be only pushing the experiment to its logical conclusion, and in this outspoken and Freudian age it is hard to see where else the line below which "finis" appears can possibly be drawn.

The candidates for marriage at some future date, then, may be faced not only with a searching Eugenist standard of physical fitness, but also with their post-graduate "report," and marks in "the Finals" of the theory of marriage examination, but to speak of the record of one or several experimental alliances.

As a woman, I cannot say quite what makes the best wife; but I do know that you cannot harden a man or woman in good habits in any number of three-hour lectures—no matter how beautifully they may write about unselfishness afterwards. But you can teach them to a baby before ever it has learned that there is any difficulty about learning anything.

The wife of a great statesman went unannounced a few weeks ago to see them. Leaving her car in the main road, she walked quietly down the back street, shadowed by a private detective. "I had no idea that such a thing could be," she said at last, in broken voice. Very few have!

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Some have found marriage a very disastrous experience. "Her friends tell me that five years ago she was one of the brightest and most cheerful girls in London," said an experienced worker, pointing out one of the most downcast and ill-futured of all. "Her husband was a brute. Her heart he smashed her, ruined her health, and then left her."

Here is a woman, one of many, who has been obliged to separate from her husband because of long lack of employment. Their home was sold up, he has gone off in one direction, and she in another. She still dreams and talks of the days when she will have her own home again.

## Pride.

Sometimes this dream comes true. Only last week good fortune struck an old woman who had been there some years. The news she set up a room of her own again. She was so excited she

## MARRIAGE SCHOOL.

## DIANA BOURBON SPEAKS HER MIND.

## AMERICA ALARMED.

America, growing alarmed over the conspicuous inefficiency of mere love in making a success of modern marriage, threatens us with a new matrimonial hurdle—a sort of post-graduate, but ante-nuptial, university course in All Branches of Matrimony, from choosing a wife or husband according to the scientific character-training of the small modern family. Crises and danger points will all be met and foiled by well-tried formula adapted to every emergency. It sounds rather appalling!

Apparently America believes that University training and some blackboard maxims can accomplish more than loving kindness, and the tolerance that comes only with much experience. Or perhaps "companionate marriage" is to be included in the curricula, and will provide even that last test of fitness. It would be only pushing the experiment to its logical conclusion, and in this outspoken and Freudian age it is hard to see where else the line below which "finis" appears can possibly be drawn.

The candidates for marriage at some future date, then, may be faced not only with a searching Eugenist standard of physical fitness, but also with their post-graduate "report," and marks in "the Finals" of the theory of marriage examination, but to speak of the record of one or several experimental alliances.

As a woman, I cannot say quite what makes the best wife; but I do know that you cannot harden a man or woman in good habits in any number of three-hour lectures—no matter how beautifully they may write about unselfishness afterwards. But you can teach them to a baby before ever it has learned that there is any difficulty about learning anything.

The wife of a great statesman went unannounced a few weeks ago to see them. Leaving her car in the main road, she walked quietly down the back street, shadowed by a private detective. "I had no idea that such a thing could be," she said at last, in broken voice. Very few have!

## A University Woman.

There is another of quite a different type whom you will not see here to-night. Her low voice, even now, that of a cultured and refined gentlewoman, and she is a graduate of a great university. Recently a chance visitor—woman on kindly purposes bent—heard her name, one well known in Yorkshire. She gazed at her, and recognised her. "How you resemble my friend Mrs. —" said the visitor. "You must be her sister!"

The woman went rigid. "Don't tell my sister that you ever saw me," she said in a low tone, in which agony, panic, and pride mingled. "For God's sake don't tell her!" She disappeared that night—probably to some other slum quarter of London.

There are quite a number of these one-time gentlewomen who have hidden themselves in the refuge and common lodging-house. In some cases they have fallen to the gutter because of drugs or violent temper. Drink is not often the reason in my experience. But more generally it is just misfortune, a dishonest solicitor, a bad investment, or the like.

## When the Crash Came.

When trouble came and their little all went, they preferred to keep themselves to themselves. Old treasures, thought to be worth much, were brought out to be sacrificed, and were found to be worth nothing. The furnished room could not be kept on. There was nothing but the shelter.

Here is the woman whose husband earned much and spent much, died early and left her nothing but debts. She was not able to stand the strain, so here she came.

If you read this have sister or woman friend in London who is hiding her traces, and making mystery of her whereabouts, look if she may not be one of these.

Here are old women of the streets, too old for their hideous calling. They are the worst looking, and often the worst tempered of all. See this hard-faced madam. It takes some imagination to picture her as she was a few years ago. Some of these are the most difficult cases to handle.

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The Yuen Wo



## AUSTRALIA'S FLYING

**PURCHASE OF UP-TO-DATE  
MACHINE.**

Adelaide, March 8.  
The most up-to-date commercial aeroplane in the Commonwealth arrived in Adelaide today, piloted from Melbourne by Capt. H. C. Miller, the well-known aviator of this State. The new machine is an eight-passenger DH61, and was manufactured by the De Havilland Aircraft

Company, Ltd., to the order of a company which has been formed by Mr. MacRobertson, of Melbourne, and Capt. Miller. The motive power is furnished by a 450 h.p. Bristol-Jupiter engine having a speed of 126 miles an hour and a cruising radius of between 400 and 500 miles. A luggage compartment is provided in the front for 600lb. of freight.

It is understood that the machine will be used for a general commercial work, and service will be run between Adelaide and the various country towns.

100

18

## WATER SUPPLY:

**CITY AND HILL DISTRICT WATER WORKS LEVEL.**

	1927	1928
Tytam .....	10' 1" B	15' 10"

Tytam Byewash	23'	3"B	22'
Tytam Intermediate	22'	0"B	22'
Tytam Tuk	32'	3"B	48'

[Note: B. denotes "Below Overflow"  
A. denotes "Above Overflow."]

Storage in millions and Decimals of gallons.		1927	1928
Estimated	324.26	324.26	324.26

re-	Tytam .....	804.39	20
a	Tytam Byewash ...	1.37	
ab-	Tytam Intermediate	93.20	9
	Tytam Tuk .....	751.74	57
	Wong Nei Chung ..	13.72	
	Pokfulum .....	27.24	2

A. Total ..... 1,191.66 00

Consumption of water in the  
and Hill District in millions and  
imals of gallons during the month  
March.

Consumption .....	216.75	218
Estimated population	410,200	420
Consumption per head		
per day .....	17.0	18
Intermittent Supply in all R		

Full Supply in all rider main district east of Garden-road during March, 1927.

Intermittent supply in all rider main districts during March, 1927.

**KOWLOON WATER WORKS  
LEVEL.**

Kowloon Reservoir 17' 9" B 11'  
Shek Lai Pui Reservoir ..... 21' 5" B 2'  
Reception Reservoir 2' 4" B 0'  
Storage of millions and decim  
of gallons.

	1927	1
Kowloon Reservoir ...	193.39	2
Shek Lai Pul Reservoir	28.60	1
Reception Reservoir ..	27.03	
<b>Total .....</b>	<b>249.02</b>	<b>3</b>

	1927	1928
Consumption . . . . .	77.45	90.00
Estimated population	159,400	160,000
Consumption per head		

Consumption per head  
per day ..... 15.6 1  
Full Supply in all districts d  
March 1927 and 1928.  
The Government Analyst's re  
show that the quality of the wat  
unsatisfactory.



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HUNG CHEONG—(Kowloon).

**"PURE POISON."****LIBERAL VERDICT ON  
SOCIALISM.****CAPT. GUEST'S LETTER.**

Captain Fred Guest, Liberal M.P. for North Bristol, who was abroad when the recent by-election in West Bristol took place, has replied to letters which he has received from his constituents since his return. He says:

"I have never had any thought of breaking the pledges which I made, and which they approved at the last election, and whether or not they choose me as their candidate at the next election, I will be no party to any action which might result in the return of a Socialist member and possibly the formation of a Socialist Government."

Captain Guest proceeds to state at some length what he believes to be the facts in the situation from the Liberal point of view. He says: "The question to be answered is not what the Liberals will do when they are a Government, but what they will do when one of the other parties is a Government. In other words, which does a Liberal prefer, a Socialist or a Conservative Government?"

"It is no use deceiving ourselves into thinking that an alliance with the Socialists for the purpose of carrying out a Liberal programme is possible. No doubt Mr. Snowden and Mr. Thomas would be quite willing to make such an alliance, but they cannot deliver the goods. The bulk of the Socialist party are committed to a programme—the nationalisation of industry, the surtax, and the £1,000,000,000 Budget, which completely contradicts Liberalism. There is neither peace, retrenchment, nor reform in the class war."

"These are the broad reasons why, if I cannot hope for a Liberal Government, I prefer a Conservative Government. Those who refuse to face these facts may pretend that my attitude is cowardly, but they could only make good such a charge if the policy of the Conservative Government gravely imperilled Liberal principles."

**What is Threatened?**

"I have, therefore, studied the literature and speeches of the West Bristol campaign, in order to find out where the danger lies."

"Is Free Trade threatened because the Conservatives are applying the Safeguarding Act passed by Mr. Lloyd George or the duties invented by Mr. McKenna? On the contrary, they are solemnly pledged not to introduce Protection, either generally or by stages."

"Is the Parliament Act threatened because the Government put forward proposals for the reform of the Lords? On the contrary, those proposals were killed by the Conservative party itself."

"Is peace threatened? On the contrary, the Conservative negotiated the Locarno treaties and refused to begin a competition in naval construction. Is reform threatened? What about the phenomenal progress of housing and the Widows Pensions Act?"

"Is retrenchment threatened? Yes, indeed, not by the Conservative Government, but by those who added £59,500,000 to the national expenditure through the General Strike act. It does not, therefore, surprise me when I find that the subject in which the electors of West Bristol are reported to have taken the keenest interest is the revision of the Prayer Book."

"For Liberals who face the facts must realise that then, though the Conservative programme may not wholly agree with them, the Socialist programme is pure poison, not only to Liberalism, but to the nation. I have learned too thoroughly from Mr. Lloyd George himself the lesson of 'Country before Party' to forget it now, or to ask my Liberal friends in Bristol to forget it."

**DO YOU POISON YOURSELF?**

Thousands of people are poisoning their systems by overlooking the duty of daily regularity. Waste matter quickly accumulates, and if it is not expelled daily its poisons are absorbed by the blood. The immediate effects are depression, loss of appetite, and ill-temper. Few people can avoid constipation and torpid liver without the occasional aid of an opening medicine. Fortunately, there are Pinkettes, the dainty laxatives, which are most efficient for cleansing the digestive tract and reviving the liver.

Take Pinkettes to-night.  
You'll feel better in the morning.

Of chemists everywhere, or post free, 60 cents the vial, from The Dr. Williams' Medicine Co., 60, Kluge Road, Shanghai.

**VANISHED PEARLS.****A £50,000 PEARL  
NECKLACE.****DISAPPEARS IN POST.**

A pearl necklace valued at £50,000 has vanished in transit between Paris and London. So far those concerned are unable to suggest whether it has been stolen or lost, says a Home paper to hand.

The necklace consisted of fifty-seven cream rosy pearls, weighing 659.28 grains, with a three-stone diamond snap. The pearls were of very fine quality and beautifully graduated. Messrs. Tyler and Co., of 45, Holborn Viaduct, and 18, Rue Chauveau Lagarde, Paris, underwriters, are offering £5,000 reward for the recovery of the necklace.

A representative of "The Daily Telegraph" was informed that the necklace was sent by a West-end firm to Paris for sale, and the Paris firm, failing to find a purchaser, despatched it to London by registered post, writing to the London firm that it had been sent. It was packed in cotton-wool in a wooden box measuring about 6in by 2in, wrapped in grey paper, tied with string, and sealed in three places.

Although it did not reach the West-end house, no immediate action was taken, parcels of this description being often delayed through diversion from the General Post Office to Mount Pleasant for Customs inspection. When, however, the consignee received no notice to attend at Mount Pleasant inquiries were set on foot and the loss was realised.

Investigations were made by the Post Office without result, and the police were communicated with. So far nothing has resulted from inquiries, and the loss remains a mystery. Hundreds of registered packets come over, and the loss of one is a difficult matter to trace.

The disappearance of this valuable necklace recalls a similar loss about fifteen years ago of a pearl necklace consigned from Paris to Mr. Mayer, of Hatton Garden. If the necklace has been stolen, as was Mr. Mayer's, it is regarded as a very clever coup by experts. Hopes are entertained, however, that it has merely been mislaid.

**TRAFFIC IN WOMEN.****PROVISIONS OF PARMOOR'S  
BILL.**

Provisions for the suppression of traffic in women are included in Lord Parmoor's Traffic in Women Bill. The principal object of the bill, states the memorandum is to supersede existing provisions relating to prostitution and to living on the immoral earnings of a woman. The bill also deals with the question of employment abroad.

The obtaining of women by conspiracy, fraud, or intimidation, is made punishable with penal servitude for seven years, and in its worst forms for ten years. The penalty of flogging is abolished. The habitual use of premises for certain purposes is made punishable on conviction on indictment with imprisonment, with or without hard labour, for two years, or on summary conviction with imprisonment, for one year, or a fine not exceeding £500, or both.

Trading on immorality is made punishable on conviction on indictment to penal servitude for five years, or on summary conviction to a year's imprisonment, and a fine not exceeding £500, or both. The offence can be committed by women as well as men.

Penal servitude for five years is the punishment provided for a British subject who marries an alien woman in order that she should lead an immoral life. Such a marriage can be declared void.

**£50,000 LOSS.****GERMAN NAVY AND  
BACON.**

It would almost appear as if the Naval Section of the War Ministry had aspired to the functions of universal provider, writes the Berlin Correspondent of the "Daily Telegraph."

Before the discussion over its adventures in the sphere of films has perceptibly diminished, the "Berliner Tageblatt" discovers that it had also entered the field as purveyor of bacon to England.

The paper mentioned states that "the Berliner Bacon Company," which hoped to make large profits out of British national breakfast habits, was founded—"of course, with the use of the great apparatus of men of straw"—by the notorious Captain Lohmann, of the Naval Transport section, of the

**PUBLIC AND CRIME.****"INSATIABLE CRAZE" FOR  
DETAILS.****CORONER'S PROTEST.**

A protest against what he termed an "insatiable craze" on the part of the public for details of crime was made by Mr. J. T. Proud, the Durham Coroner, holding an inquest at Sunnybrow on Nellie Jane Sewell, the six-years-old girl, whose body was found in a garden not far from her home at Sunnybrow.

After evidence of identification had been given by the father, the coroner, addressing the jury, said: "You are empanelled to inquire into another brutal murder, the third within a very short distance of this village within a fortnight. I think that in its circumstances it is probably more brutal than any of the others."

"In the first case (the Ferry-hill bank murder) there was robbery and plunder; in the second case it was one of a child not wanted; but here this child was wanted. She was the child of a happy household, and her sorrowing parents want her here to-day. When one looks for the motive which may have been behind this brutal murder, one shudders at the thought of what it might have been."

**Black Spot.**

"This is a black spot in the county of Durham, but I do not think we need take that to heart entirely, because it seems to me from reports in the public Press that there is a wave of crime passing over the country, and it is no worse here than it is in other parts. You cannot pick up a newspaper to-day unless you see black headings of crime and horrible murder."

"I suppose there never was in your memory, as there certainly never was in mine, such an insatiable craze for the details of crime, and I doubt if there has ever been before a better and more completely competent Press to deal with the facts and to lay them before the public. I am not quite sure if the publicity given to the sordid details of crime is not a breeder of crime itself."

"It is not within the memory of you gentlemen of the jury, but it is certainly within my memory as a boy, that when public executions took place in England there was a horrible, sordid feeling evinced by some sections of the public in them. People would travel many miles and stand all night in order to see these exhibitions of butchery. But a more enlightened age said, 'This is wrong; this must not be,' and public executions were done away with. That was the good."

**Now Wrong.**

"In our own time great publicity was given to the immorality of people qualified for the divorce court, but then enlightened opinion came along and said, 'Now this is wrong. It probably breeds immorality and it must be stopped.'"

"A further enlightened nation to-day says it is not good for the public that details of crimes and murders should be given to the extent they are to-day. I am inclined to think that the feelings of the public will compel legislators to step in and say, 'This is wrong also,' and I hope that will be so."

Superintendent Headen gave evidence that on receiving information of the crime the police were quickly on the scene. At the spot where the child's body had been found all or any traces that might have been there had been obliterated by the search party. Diligent and exhaustive inquiries had since been continued by the police.

"At present," he added, "a black cloud hangs over the village. The police have already had notices exhibited asking for assistance from the inhabitants of Sunnybrow, and we again ask that any person knowing anything that may be of assistance to the police should come forward."

"I should like to make it clear that we are dependent on the public at this critical time for any assistance of value. Apart from the evidence which may be obtained from the public, nothing can be traced unless they come forward."

The inquest was adjourned.

War Ministry, who also entangled that department so disastrously in the Phoenix Film Company. In the provision business the Ministry lost 1,000,000 marks, (£50,000) in less than fifteen months.

The "Tageblatt" asks whether or not it is a fact that the Ministry of Agriculture has already allotted to the bacon company out of the Supplementary Estimates, yet to be voted by the Reichstag a sum of between £15,000 and £20,000, and has thus helped to cover the losses incurred by the War Department in this unfortunate speculation.

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Prompt application of Zam-Buk to any cut, insect bite, scratch or abrasion, will prevent this dreaded skin-infection.

Zam-Buk is the safest and best healer to use for many reasons. First, being a pure herbal balm, Zam-Buk is remarkably soothing—it allays inflammation and

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Another important advantage of Zam-Buk is its valuable antiseptic property, which kills and excludes disease germs. Finally, when Zam-Buk has cleared all trace of poison and corruption out of the tissues it quickly heals with healthy new skin.

Keep a box of this ever-ready first-aid always handy!

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## LONDON SERVICE.

"SARPEDON" 18th Apr. Marseilles, London, Rotterdam & Glasgow  
"GALCHAS" 15th May. Marseilles, London, Rotterdam & Hamburg  
"PATROCLUS" 15th May. Marseilles, London, Rotterdam & Glasgow

## LIVERPOOL SERVICE.

"BELLEROPHON" 20th Apr. Havre, Liverpool & Glasgow  
"ORESTES" 20th May. Genoa, Havre, Liverpool & Glasgow

## PACIFIC SERVICE.

"KURE & YOKOHAMA" 19th Apr. Victoria, Vancouver & Seattle  
"PROTEUS" 19th Apr. Victoria, Vancouver & Seattle  
"TALITHYUS" 19th Apr. Victoria, Vancouver & Seattle

## NEW YORK SERVICE.

"STEAMER" 20th June. Boston, New York & Baltimore

## PASSENGER SERVICE.

"SARPEDON" 18th Apr. Singapore, Marseilles & London  
"PATROCLUS" 15th May. Singapore, Marseilles & London

## OUTWARD SERVICE.

"LAOMEDON" 16th Apr. Shanghai, Kobe & Yokohama  
"KNIGHT COMPANION" 22nd Apr. S'hai, Moji, Kobe & Yokohama

Also cargo steamers with limited passenger accommodation at specially reduced fares.

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Agents.

## POST OFFICE NOTICE.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

The Postal Service to Swabue & neighbouring places is entirely suspended until further notice.

## INWARD MAILS.

From	Per
Shanghai	SATURDAY, APRIL 14.
Shanghai	SUNDAY, APRIL 15.
Shanghai	Chinkiang
Straits	Sunning
U.S.A., Canada, Japan and Shanghai	Hakusan Maru
Shanghai	President Jackson
Shanghai	Yalou
Manila	Empress of Canada
Shanghai	Ichang
Australia and Manila	Mishima Maru
Japan and Shanghai	Suwa Maru
Japan	Aki Maru

## OUTWARD MAILS.

For	Per
Amoy	SATURDAY, APRIL 14.
Shanghai & Europe via Siberia	Tjkarang 2.30 p.m.
Amoy	Sunning 2.30 p.m.
Haiphong	Anhui 5 p.m.
Shanghai & Europe via Siberia	Song Bo 5 p.m.
Saigon	Glenshiel 5 p.m.
Bangkok	Prosper 5 p.m.
Halo	Halder 5 p.m.
Halo	Ningpo 5 p.m.
Swatow, Amoy and Fochow	SUNDAY, APRIL 15.
Bangkok via Swatow	Kishu Maru 8.30 a.m.
Shanghai and Japan	Kayang 9 a.m.
Swatow	Hakusan Maru 10.30 a.m.
Amoy	Hydrangea 2.30 p.m.
Manila	Soochow 4.30 p.m.
Manila	Pres. Jackson 4.30 p.m.
Bangkok	TUESDAY, APRIL 17.
Swatow, Amoy and Fochow	Chin Hua 10.30 a.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.—due Victoria, B.C., 7th May. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.	Hal Hong 1 p.m.
Shanghai, Japan, Canada, U.S.A., C. & S. America and Europe via Vancouver, B.C.—due Vancouver, B.C., 6th May and Europe via Siberia. Parcels 5 p.m. Registration (Apr. 18th) 9.15 a.m. Letter (Apr. 18th) 10 a.m.	Empress of Canada
WEDNESDAY, APRIL 18.	

\*Correspondence bearing vessel's name only.

## GETS ACROSS!

"Bremen" Lands In Newfoundland.

AFTER AMUSING HOAX.

Wireless Message Received As To Actual Landing.

St. Johns, Newfoundland, To-day.  
A wireless message received at Armour Point says that the "German" plane is at Greenly Island.

London, Yesterday.  
There was no news of the "Bremen" at 10.30 this morning. The aeroplane was last sighted at sea at 3.30 yesterday afternoon.

Weather reports from the Atlantic are adverse. The s.s. "Majestic," one day out from Southampton, has sent a wireless message that a heavy head-wind has developed, quite strong enough to affect the fliers seriously.

The "Bremen" has no wireless and no life-saving appliances. Rations consist of eighteen beef sandwiches, six oranges, six bananas, chocolate and nine flasks of beef-teen, tea and coffee.—Reuter.

From Mouth To Mouth.

London, To-day.  
Countless rumours to the effect that the "Bremen" had landed flew from mouth to mouth throughout America and Europe; following the usual fantastic stories of the sighting and hearing of aeroplanes at dozens of different points; but exhaustive enquiries along the coasts of New England and Nova Scotia have proved fruitless.

A hoaxer actually telephoned to Berlin from New York describing the landing in New York, enormous crowds, bands playing and German and American anthems being sung, but New York wired at 10.15 in the evening, Greenwich time, that there was no news.—Reuter.

Sighted?

New York, To-day.  
The Canadian Press reports that the "Bremen" was sighted over Kingsport, Nova Scotia.

What a Captain Saw.

An aeroplane flying high in a west-south-west direction was sighted at 10.30 this morning, local time, by the Captain of the Canadian Government steamer "Arras," who is convinced that it was the "Bremen".—Reuter.

[The island of Newfoundland is on the north-east side of the Gulf of St. Lawrence and is separated from the North American Continent by the Straits of Belle Isle. Newfoundland is the oldest British colony. St. John's is the capital with a population of some 40,000.]

## DUTCH OIL.

PALEMBANG PETROLEUM TO BE EXPLOITED.

REQUEST TO PARLIAMENT.

The Hague, Yesterday.  
The Government has submitted a Bill asking for Parliamentary authorisation for the conclusion of a contract with the Bataafsche Oil Company for the exploration and exploitation of petroleum in four fields in the Palembang Residency. One is in the South Borneo, and one in the East Borneo Residency, while two are in Atjeh.—Reuter.

## TRAGIC EVENT.

TWO SOLDIERS KILLED: THREE INJURED.

RIFLE ACCIDENT.

Milan, Yesterday.  
During a military inspection at the Caracciolo Barracks a soldier was holding a rifle between his knees while adjusting his belt. The weapon discharged into a group of soldiers, killing two and injuring three.—Reuter.

## SAXON LOCK OUT.

EMPLOYERS' DRASTIC ACTION.

250,000 "LOCKED OUT."

Berlin, Yesterday.  
A quarter of a million metal workers in Saxony have been locked out owing to 20,000 striking. The dispute.—Reuter.

## OPIUM TRAFFIC.

The Straits And Open Smuggling.

ANIMATED DISCUSSION.

Journalists' Protest Rectified By Committee.

Geneva, To-day.  
The refusal of the Secretariat to furnish the Press with the annual report of the traffic in opium and other dangerous drugs led journalists to protest at a meeting of the Opium Committee which, after discussion, rectified the complaint.

Certain discrepancies were noted in the German and Dutch returns.

Sir M. Delevigne supported M. Bourgeois in his suggestion of a uniform system of control of goods in transit.

It was decided to call the attention of the Spanish Government to the absence of information regarding their exports thereby precluding the possibility of comparison with quantities consumed.

There was an animated discussion between the British and Chinese delegates on the subject of open smuggling especially in the Straits Settlements, the allegation being that large quantities of opium from China were seized there.

The subject will again be discussed when the Far East report comes up later.

Canada Approves.

Ottawa, Yesterday.  
The Commons have approved the Geneva Opium Convention Protocol.—Reuter.

## COASTAL CHANGES.

MOVEMENTS IN SHIPS' PERSONNEL.

A RESIGNATION.

Mr. C. F. Cleaver, sup'y second officer, "Hsin Peking," has gone second officer, "Yingchow."

Mr. J. S. Smart, from reserve, has gone chief officer, "Changsha."

Mr. T. McCowat, chief officer, "Changsha," has resigned.

Captain J. K. Clark, of the "Shengkong," is on reserve.

Captain W. Shaw, from Home leave, has gone master, "Shengkong."

Mr. J. A. Duggan, from reserve, has gone third engineer officer, "Sunning."

Mr. T. A. Orde, third engineer officer, "Sunning," has gone third engineer officer, "Kwangtung."

Mr. J. W. E. Tonkin, third engineer officer, "Kwangtung," is on reserve.

Mr. A. W. Norris, second officer, "Kueichow," has gone second engineer officer, "Anking."

Mr. A. W. Black, second engineer officer, "Anking," has gone second engineer officer, "Kueichow."

Mr. L. W. Waterman, third engineer officer, "Chungking," has gone third engineer officer, "Shantung."

Mr. D. Watson, from reserve, has gone third engineer officer, "Woo-sung."

Mr. A. Lockertie, third engineer officer, "Woo-sung," has gone sup'y third engineer officer, "Hsin Peking."

Mr. J. Symington, chief engineer officer, C.N. Co., is on Home leave.

Mr. G. W. Clark, second engineer officer, "Tungchow," has gone acting chief engineer officer, "Shansi."

Mr. K. Logan, chief engineer officer, "Shansi," is on reserve.

Mr. A. Jeffrey, third engineer officer, "Wuchang," has gone acting second engineer officer, "Tungchow."

Mr. J. S. K. Oliver, third engineer officer, "Shantung," has gone sup'y third engineer officer, "Hsin Peking."

Mr. W. Gordon, from reserve, has gone sup'y second engineer officer, "Hsin Peking."

Mr. A. B. Blair, sup'y third engineer officer, "Hsin Peking," has gone acting second engineer officer, "Whangpu."

Mr. W. S. Smith, acting second engineer officer, "Whangpu," has gone acting second engineer officer, "Tungting."

Mr. D. S. Goldie, sup'y second engineer officer, "Linan," has gone second engineer officer, "Teau."

Mr. C. M. Kenna, second engineer officer, "Teau," has gone

## TOKYO - PARIS.

Wonderful And Rapid Flights.

NEARING PARIS.

Left Tokyo Last Sunday Morning For Hanoi.

Paris, Yesterday.  
Everything is ready to give a rousing welcome to Costes and Lebriz. They are expected to reach Paris on Saturday afternoon. They will be officially received by several Ministers and authorities and will be presented to the Premier, M. Poincare, and President Doumergue.

Aleppo, Yesterday.  
Costes and Lebriz arrived here at 5 o'clock.

Later.  
Costes and Lebriz left Aleppo at 9 o'clock. They expect to reach Rome to-morrow morning and Paris in the evening.—Reuter.

## SUGAR DUTY.

WILL MR. CHURCHILL REDUCE IT?

HELP FOR REFINERS.

London, To-day.  
With the object of helping British refiners suffering from the competition of dumped foreign white sugar and subsidised home-grown beet sugar, Mr. W. Churchill, in the forthcoming budget, is credited with the intention to reduce the duty on sugar polarising at and below 98 degrees.

Opposition is anticipated from Australia and Mauritius whose sugars have a polarisation of 99 degrees.

The Australian Government, at the request of Australian producers, have made a representation, to Mr. Churchill.—Reuter.

## COTTON TRADE.

RIGOROUS POLICY OF RETRENCHMENT.

PROPOSED COMBINE.

London, Yesterday.  
The Cotton Yarn Association has made a statement with reference to the proposed combine of mills of the American Section of the Spinning Industry.

It is estimated that at least £130,000 sterling, or £6,500 sterling per mile, can be saved annually in costs of production.

The estimate is based on a combination of twenty mills. Savings would be effected in overhead salaries, fees, lower cost of cotton by bulk purchases and increased selling efficiency.—Reuter.

second engineer officer, "Nanchang."

Mr. W. R. Woodman, second engineer officer, "Nanchang," has resigned.

Mr. J. McAulay, from reserve, has gone third engineer officer, "Chinhua."

Mr. G. J. Forster, third engineer officer, "Chinhua," is on reserve.

Captain H. Fellow, of the "Loongwo," has gone master, "Sui-wo."

Mr. O. V. Basham, chief officer, "Kungwo," is on reserve.

Mr. J. Rees, from reserve, has gone second officer, "Kungwo."

Mr. R. G. Gillespie, from reserve, has gone second officer, "Luenho."

Mr. J. J. McLeavy, second officer, "Luenho," is on Home leave.

Mr. C. Shepherd has been appointed sup'y second officer, "Kut-wo."

Mr. A. J. Begley, from reserve, has gone chief engineer officer, "Leesang."

Mr. L. McWilliams, chief engineer officer, "Leesang," is on Home leave.

Mr. M. Hull, sup'y chief engineer officer, "Slangwo," has gone chief engineer officer, same ship.

Mr. J. Smith, chief engineer officer, "Slangwo," is on Home leave.

Captain J. Hannigan, of the "Shukwang," is on reserve.

Captain C. H. Calder, from reserve, has gone master, "Shukwang."

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ROMANCE on the high seas—aboard desperate pirate ships—in gay New Orleans and in moonlit gardens!—

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FLORENCE VIDOR  
and  
RICARDO CORTEZ.

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At 2.30, 5.10, 7.15 &amp; 9.20.

Splendid romance and adventure in a picture of surpassing magnificence!—

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ROBIN HOOD

With

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WORLD

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JOSEPH SCHILDKRAUT

IN

SHIPWRECKED

With

SEENA OWEN AND LASKA WINTER.

AT THE

STAR

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WILLIAM CADE BURNETT, managing editor, at  
8a, Wyndham Street, Hong Kong.